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ANNUAL REPORT

OF THE

POSTMASTER-GENERAL

913:8

OF THE

UNITED STATES

FOR THE

FISCAL YEAR ENDING JUNE 30, 1887.

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REPORT
OF
THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
Washington, D. C., November 26, 1887.

SIR: The following report presents an account of the transactions of this Department and the operations of the postal service during the year ended with the 30th of June, 1887, the second complete fiscal year of your administration. The multitudinous statistics necessary to exhibit in detail the affairs of this extensive service will be found, intelligently digested, in the reports of the officers in charge of its several branches and the accompanying tables, subjoined as appendices hereto. But I shall attempt to summarize the principal facts and to deduce therefrom the reasonable anticipations and probable needs of the immediate future, with such recommendations as appear important for your consideration, or worthy of submission to the Congress. In prefatory explanation of the character of the suggestions to be made, the more particular presentation of the financial condition of the service may be briefly anticipated, and some observations submitted in respect to the policy and principles which should govern the direction and object of measures for enlargement of its usefulness.

The expectation of growth and improvement in the affairs of the postal service, indulged in previous reports, has been realized during the past year. In part arising from an extension of the limits of mailable matter of the fourth class—ordered to meet the requirements of trade—and from the receipts of the special-delivery service, but chiefly from the greater employment of all postal facilities consequent upon the rising business prosperity of the country, faithfully reflected in the postal service, the revenues have gained upon the preceding year by nearly \$4,840,000, attaining a height never reached before, despite the restrictive operation of various reductions in the rates of postage. Upon the other hand, the study of economy has not been without effect in restraining the necessarily rising scale of expenditure, so that the increase of cash disbursements has but little overstepped \$2,000,000.

Thus the deficiency charged upon the General Treasury, which two years since was a round seven millions and a year ago but about seventy thousand less, has been reduced almost three-sevenths, while the fair argury from our present circumstances gives hope that during the current year it will nearly if not entirely disappear. If there shall remain at the year's end any excess of cash expenditure above receipts, it can not but be much less than the postages upon the mail matter of the Government itself, estimated to be at least two millions annually, and reasonably its debt to the postal service. It may, therefore, be fairly affirmed that from the beginning of the current fiscal year the postal service has again become substantially self-sustaining; and the prediction be ventured that if the revenues be not further crippled, and only a similar ratio of increasing expenditure be held, the next fiscal year will yield a surplus, which should, under the same conditions, annually increase.

It is proper, also, parenthetically, to add that expansion of the power and usefulness of the service has kept pace with its improved fiscal condition by much increase in the number of its post-offices, of its employés, of its routes and mileage of mail transportation, by additions to its fast mail, and other special features, and, indeed, in every branch of its work.*

In this promising condition special interests may be expected to vigorously press for a reduction in rates of postage in some class of mail matter, always of specious appearance of popularity; indeed, their organization "for the improvement of the postal service" is already begun; but the general interest will perhaps rather require that a reduction of the rates of postage shall be deferred to a somewhat later period. The time is probably not distant when, if the wisest measures of economy be pursued, the rate of charge upon letters can be properly lowered to one cent an ounce, and some diminishment permitted in the postages upon merchandise and other matter. But the letter postage of the United States is now fixed at a rate below that of all other countries save one, and, when the distances of transportation are considered, is cheaper than in any other. And the combined receipts from all mail matter not of the first class fall far short of the cost of its handling; affording little claim, therefore, for less postage charges.

The taxation for the maintenance of the postal service by the imposition of postage levies on its beneficiaries commends itself as the justest form in which the burdens of government can be assessed upon citizens, if the assessments be laid with discriminating fairness. It must be conceded that the disproportionate levy upon newspapers and periodicals—which furnish perhaps one-third the weight and bulk of our mails, while they return but about one-fortieth of the revenue—violates this principle; but it has been yielded in this instance to the general advantages of a freer circulation of intelligence, the attainment of which should be regarded as a sufficient consideration.

Otherwise the present rates appear to recognize the differences between the different classes of matter with as near approximation of justice as can be attained in our currency; the greater burden being upon, and probably all the profit arising from, the carriage of first-class matter, which must make good the loss sustained in the other classes, in order to a self-sustaining service.

The paramount duty of the Government, so far as concerns this Department, is to furnish the most perfect and useful postal facilities to the people, within the authority of the Constitution, which the skill of man can provide. It is due to the character of the citizens of this country, to their freedom and enlightenment, to their enterprise and activity, to their wealth and power, and especially to the intimacy of their personal relations maintained over so great an expanse of territory to an extent never equaled, hardly aimed at, elsewhere on the globe, from which arise the fraternity of feeling and community of interest that furnish the safest guaranties for the future stability and value of our Federal institutions. It is, indeed, their due as a personal, individual right, because the Government monopolizes the postal business, and forbids them all other attempts at self-service. Upon every ground the postal service rightfully urges a constant and exacting demand upon legislative and executive wisdom and labor for its enlargement and improvement to the utmost of perfectibility.

Whatever the postal revenue, whether it be sufficient to postal burdens or whether the General Treasury be chargeable for their support, this superior obligation remains unchanged and undeniable. The method by which the taxation which maintains the service is imposed—so that it be constitutional and not unjust or partial—is of far less consequence to the country than the character and efficiency of the facilities it affords. Yet, obvious as this principle of governmental duty appears to be, it will rarely command the same obedience in practical legislation or administration when, by abridgment of the postal revenues, the service imposes a heavy charge upon the General Treasury, as when its independent revenues are sufficient to meet its exigencies.

The present juncture in its affairs, while postage taxation is cheap and fair, and yet sufficient to promise a coming period of prosperity, appears to afford a favorable opportunity to direct the inauguration of measures of justice to postal servants, of improvement in appliances and methods, and of expansion of facilities which experience has shown to be desirable or an enterprising spirit may conceive to be prudently worthy of experiment. It is by no means intended to suggest either extravagant expenditure or any outlay without a profitable, even an immediately profitable, return. The most desirable measures in view are dictated by the soundest principles of economy, such as it is believed a wise manager would employ if the postal service were a private business instead of a public monopoly, and ought to be executed, as ought every branch of the public service to be performed, with unflinching frugality and prudent measurement of cost and ends, but without parsimony.

I shall venture to point out in their proper connection in the course of this report, although with necessarily limited and inadequate expression of the reasons which might be adduced in their favor, some of the objects which claim attention as apparently worthy of effort, and some of the steps which suggest themselves as proper to be taken towards their accomplishment. Among these objects there appear to me most prominent and attractive the ascertainment and formulation of the true principles and rules to govern the provision of clerical force for post-offices, and to fix the grades and compensation of their officers and employes upon a just and discriminating basis; the establishment of a correct system for approximately uniform organization of the administrative and clerical force in offices of the higher classes; the provision of buildings for post-offices in communities of such size as to require an office independent of private affairs; the extension and perfection of the system of free delivery until all communities enjoy its privileges which are so situated as to make it their due; the thorough reformation of the system of employing and paying for railroad transportation; the establishment of additional fast-mail service until all the trunk lines of mail communication are so provided; provision for the instruction and examination of persons for appointment in the railway mail service; enlargement of the foreign parcels post system recently entered upon so as to embrace all countries with which a retail trade will be advantageous to our people; and the addition of some auxiliaries to our means of postal convenience calculated to enhance the utility of the service to the people.

If measures to these ends be taken with intelligent forecast and skillful adaptation, can it be doubted that our postal administration will be of greater value to the country—so vastly benefited, indeed, that our people will greatly prefer the continuance of the present moderate postage rates in order to secure such gains without perception of their cost? Yet it is confidently believed that if these forward steps be taken with fair prudence, their accomplishment will reduce rather than enlarge the annual ratio of increase in postal expenditures, and expedite the period when diminished rates of postage can be justly allowed with prudence and without partiality.

The considerations which may urge the acceptance of the various measures suggested, as well as the general policy, naturally arise upon an account of the present circumstances of those parts of the service to which they pertain, and, for the most part, require little more of argument than a clear exposition of the facts.

THE POST-OFFICES.

The supervision and care of post-offices, embracing their establishment and discontinuance, the appointment and qualification of postmasters, the adjustment of the salaries of such as belong to the salaried

classes, allowances and supplies for maintenance of the service in them, and the government of the carrier system at such as make free delivery of mail, are conducted through the office of the First Assistant Postmaster-General, and his report exhibits the figures which represent the changes and transactions of the past year.

The prosperity of the service is the prosperity of the post-offices, and the gains of the year are marked in their advancement. The number of salaried offices at its beginning was, of the first class, 75; of the second, 400; and of the third, 1,769; a total of 2,244 of the Presidential classes. By the annual review and readjustment, based upon the returns of their business for the four quarters ended with March 31, 1887, it was disclosed that on the 1st day of July the net gains of the several classes were 7 in the first, 35 in the second, and 50 in the third; making respective totals of 82 in the first, 435 in the second, and 1,819 in the third; in all, 2,336, a net increase of 92. This showing indicates less than the real facts, because there were other offices entitled to advancement from the fourth to the third class, which, by delays in the necessary reports, were postponed until the next quarter. And on the 1st of October there were added to the third class 45 offices by assignment pursuant to law; thus making the total number of the third class, at the time of this report, 1,864, and of all Presidential offices, 2,381; the highest yet reached in the history of the Department.

By this annual adjustment many salaries were raised within the several classes, and compensation of the Presidential postmasters as then existing was fixed for the current year at \$3,880,300, a net increase of \$194,800, or 5 + per cent. upon the adjustment of last year.

The changes resulting in this increase were as follows:

Total number of first, second, and third class post-offices whereat increases were made July 1, 1887			944
The aggregate of such increases being			\$118 100
New offices during fiscal year:	No.	Salaries.	
October 1, 1886	47	\$49, 100	
January 1, 1887	49	52, 000	
April 1, 1887	20	21, 000	
July 1, 1887	2	2, 100	
			124, 200
Total			242, 300
Less reductions and changes:			
Relegated to the fourth class July 1, 1887, 22 offices, with salaries of		\$22, 800	
Reductions of salary at 152 Presidential offices		18, 100	
Presidential offices discontinued:			
November 1, 1886, East New York, N. Y		1, 500	
July 1, 1887, South Pueblo, Colo		2, 000	
July 1, 1887, Derby, Conn		1, 000	
July 1, 1887, Brick Church, N. J		2, 100	
			47, 500
Net increase			194, 800

To this sum is now to be added the salaries of the offices assigned to the third class on the 1st of October, being \$55,000; and the operation of the statute will doubtless cause further additions on the 1st of January and the 1st of April next. In the last report, the defect in the statute

as it stands, whereby some offices rise from the fourth to the third class during the year which at the end of it must be relegated by the annual review again to the fourth class, was pointed out and its correction suggested. The inconvenience occasioned, every change requiring a new appointment, commission, bond, and oath at each office affected, might be obviated by the slight amendment recommended.

Twenty-two offices which had been before assigned to the third class, fell back into the fourth at the end of the year, by application of the statutory rule to their respective businesses. Of these, nine had been assigned to the third class during the last fiscal year, and illustrate the defect mentioned.

The fourth class comprised on the 1st day of July 52,821 offices, the number having increased during the year by 1,543—the establishments having been 3,043, and the discontinuances 1,500. The new offices were 439 less than the previous year, the number of that year being unusually large because of an accumulation of undisposed of applications from the former year. The number of discontinuances exceeded that of the former year by 380, one of the good products of the systematic inspection of fourth-class offices begun in accordance with the plan discussed in the last report, by which the useless have begun to be weeded out.

The net increase in the number of post-offices was distributed in different portions of the country as follows: To the New England States, 45; to the five Middle States and the District of Columbia, 202; to the fourteen Southern States and the Indian Territory, 785; to the three Pacific slope States and Territories, 115; and to the States and Territories of the West and Northwest, 396. The largest increase in any State fell to Pennsylvania, amounting to 118, and in Nevada alone there was a decrease, 8 in number, but 7 having been established while 15 were discontinued.

The total number of post-offices of all classes on the 1st day of July, 1887, stood at 55,157, besides which there were also 613 branch offices or stations. Of the branch offices, all auxiliary to the post-offices in the larger cities, 458 are stations for the sale of stamps and stamped paper only, maintained at small cost; 41 others are also registration offices; 35 more are both registry and money-order stations beside; and 79 more are carrier stations in addition, except that 6 of them do no money-order business. The carrier stations are generally post-offices in all but name, having a superintendent, rented apartments, and suitable allowances.

Among all the post-offices, 7,745 were on the 1st day of July money-order offices, in addition to 108 money-order stations; and 197 offices beside were authorized to issue postal notes. The tables which the First Assistant Postmaster-General has exhibited to his report give in detail the statistics of the various changes in the several States and Territories for the year under review.

To bring the general figures up to a more recent date, the whole number of post-offices on the 1st day of October had become 55,434, of which 2,381 were salaried or Presidential offices, distributed in classes as before mentioned, and 53,053 were fourth class. Besides these were 625 branch offices or stations, an increase of 12 for the sale of stamps only. Of the whole, 8,089 were money-order offices and 110 money-order stations.

The Appointments of postmasters numbered altogether during the fiscal year 13,079, of which 6,863 were to fill vacancies happening upon the expiration of commissions or by resignations; 2,584 upon removals or suspensions; 589 by death; and 3,043 to newly established offices. Among these appointments, 893 were upon your commission to vacancies which happened from the causes and in the respective numbers following: By expiration of commission, 350; by resignation, 122; by removal or suspension, 237; by death, 39; and upon the assignment of fourth-class offices to a Presidential class, 145.

I renew the tabular representation in summary form of the statistics of appointment given in the last report, with the addition of the year's figures, thus covering a period of twenty years.

Statement of postmasters appointed during each fiscal year between June 4, 1868, and June 30, 1887, 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.	1877.
Number of post-offices established . . .	2,167	1,653	2,359	2,407	2,703	2,462	2,318	2,313	1,993	1,825
Number of post-offices discontinued . . .	849	1,028	962	854	885	1,081	1,268	1,060	1,137	863
Total number remaining in operation . . .	28,481	27,106	28,492	30,045	31,863	33,244	34,294	35,547	36,383	37,345
Appointments on resignations and commissions expired	4,021	3,994	4,105	4,307	4,091	4,802	5,354	6,017	5,140	4,800
Appointments on removals and suspensions	1,194	2,691	1,449	1,179	939	945	907	974	1,045	711
Appointments on changes of names and sites	167	166	204	178	199	193	477	187	251	215
Appointments on deaths of postmasters	267	230	298	309	328	386	368	380	333	397

	For the year ended June 30—									
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.
Number of post-offices established . . .	2,784	2,676	3,462	2,915	3,166	3,253	3,414	2,121	3,482	3,043
Number of post-offices discontinued . . .	871	1,079	1,328	1,415	1,447	1,621	1,260	886	1,120	1,500
Total number remaining in operation . . .	39,258	40,855	43,012	44,512	46,231	47,863	50,017	51,252	53,614	55,157
Appointments on resignations and commissions expired	5,117	5,627	6,322	6,217	7,846	7,734	7,265	6,204	9,112	6,863
Appointments on removals and suspensions	748	558	561	958	1,021	706	513	810	9,566	2,584
Appointments on changes of names and sites	184	187	690	242	349	342	234	207	463	482
Appointments on deaths of postmasters	338	378	356	421	461	468	477	412	587	589

A change of administration, resulting from the success in the elections of a political party for a long period previously excluded from participation in Government service, naturally constitutes a peculiar epoch in the course of appointments of postmasters, from which statistical information may be exhibited with an interest, if not a value, not attaching to the ordinary annual periods.

Of the offices within the Presidential classes, a careful review of the registers presents the following figures of the action taken between the date of your inauguration and the termination of the fiscal year under review. On the 4th of March, 1885—

The entire number of Presidential post-offices was	2,339
Of these, have been discontinued	5
And relegated to fourth-class	185
	190
Leaving a remainder of	2,149

The following statement shows the comparative status of the incumbents of these offices at the end of the fiscal year, so far as disclosed by number and time of appointment, and the causes of vacancies :

New appointments, on expiration of commissions	868
New appointments, on voluntary resignations	415
New appointments, on deaths	34
New appointments, on suspensions or removals	492
Reappointments, on expiration of commissions	27
Remaining under former commissions	313
	2,149

Thus, the same incumbents held at the end of the year 340 of these offices, and new ones were in possession of 1,809.

Besides the 27 reappointments, you were necessitated to choose 1,890 new appointees to these offices, because of the happening of second, and even third, vacancies in some. To succeed your own appointees in a portion, you have subsequently named others, respectively, for the following causes :

On suspensions or removals	6
On resignations	45
On deaths	30
In all	81

Of the 185 offices which, being Presidential on the 4th of March, 1885, subsequently fell to the fourth class, 129 were so retired July 1, 1885, 41 a year later, and 15 on the 1st of the last July; and among these, while they were so in the Presidential class, you took action in 35 cases in which vacancies occurred, respectively, as follows :

By expiration of commissions	8
By resignations	15
By death	1
By suspensions	11
	35

During the period in question, 203 fourth-class offices, in varying numbers at the different quarter-yearly periods, were advanced to the third class, whereby appointments were required of you. These were made in 170 cases by choice of the then incumbents, and in 28 by commissioning new officers.

Of the additions to the Presidential list, 16 have subsequently returned to the fourth class, including some in which no action was taken during their short duration as salaried offices.

Recapitulating, the summary is :

OF OFFICES.

Number of Presidential post-offices, March 4, 1885.....	2,339
Number advanced from fourth class since	203
	<u>2,542</u>
Of which, discontinued	5
Retired to fourth class	201
	<u>206</u>
Leaving in Presidential classes, July 1, 1887.....	2,336

OF APPOINTMENTS.

New appointments:	
On expiration of commissions.....	876
On voluntary resignations	475
On deaths	65
On suspensions or removals.....	509
Reappointments on expiration of commissions.....	27
New appointments in offices become Presidential.....	28
Reappointment in offices become Presidential	170
	<u>2,150</u>
Offices unchanged since March 4, 1885.....	313

Among the Presidential postmasters in office on the 4th of March, 1885, the percentage of suspensions and removals so shown is 21.5, and the percentage of their voluntary resignations during the period of two years and upwards 18.3.

In the fourth-class offices it is impracticable to prepare any corresponding statement without an amount of labor in the examination of the registers beyond the power of the limited clerical force in the Department to yield from their ordinary duties. It would possess even less value, because, had no other principle been operative, the local circumstances in so many such offices subordinate political considerations of choice, that no approximately just inference would attach to the dates of appointment, either of the prior incumbents or new appointees.

On the 7th of March, 1885, the entire number of the fourth class offices was 49,017. The new establishments since have been 6,599, of which 74 in the fiscal year 1885, 3,482 in 1886, and 3,043 in 1887; and the discontinuances in the corresponding periods were 72, 1,120, and 1,500, respectively, a total of 2,692, besides a net addition to the Presi-

dential classes of 103, leaving the number in the fourth-class on the 1st day of July last, as stated, 52,821. In all these offices the total number of appointments have been 36,252, and the causes of them during the several periods were as follows:

	Resignations.	Deaths.	Removals.	New offices.
Between March 7 and June 30, 1885.....	1,755	130	399	74
Fiscal year 1886.....	8,344	563	9,319	3,482
Fiscal year 1887.....	6,246	550	2,847	3,043
Total.....	16,345	1,243	12,065	6,600

Among the resignations, deaths, and removals which have occasioned these appointments, many have been of officers appointed within the period under review; but, as already stated, the requisite labor of search has forbidden the extended examinations necessary to accurately give the number. The causes for changes from resignations and removals are proportionally more numerous in fourth-class offices than in the Presidential, and the desirability of their possession less. To apply the proportion derived by the exact statement of the course of action in the latter will indicate, therefore, a less, rather than a greater, number of vacancies following my appointments than the actual facts; and, moreover, as fourth-class officers hold during pleasure, no vacancies occur and no changes are made upon expiration of commissions; but no better mode of approximating the facts appears practicable. Applying this comparison, there must be deducted from the total number of appointments upon resignations, deaths, and removals, being 29,653, for second or third appointments to the same offices at least 1,271, leaving the number of offices actually changed to be 28,382.

This shows the percentage of removals of fourth-class postmasters to have been 24.4, and of their voluntary resignations 31.9 since March 7, 1885.

To ascertain the number of postmasters of this class who have remained in office since prior to the change of administration, allowance must be made of the then existing offices since discontinued, estimated at 2,144; and thereupon subtracting the number of the changed officers, as above found, the number still remaining would be 18,491, or a little above 39 per cent. of the incumbents of offices then existing and not since abolished.

The Proper Compensation of Postmasters, a subject fruitful of legislative effort, still presses upon the attention of the Department and appears to justly demand further consideration by the Congress. It was a topic of discussion in the last report, and, in again presenting it, much of what was then said may be repeated. It is more or less confused, as the statutes now stand, with the provision of clerical force for such offices as require more personal service than the postmaster alone can properly render. This tends to relative injustice between

postmasters, has excited much discontent, and, in part, has stimulated their association to unitedly represent to Congress their opinions and claims. It is believed that the two subjects may more wisely be distinguished and each treated independently with greater justice and better results to the service, by suitable legislation addressed to the peculiar circumstances and principles affecting them severally.

The statutes proceed upon two theories of compensation, salaries to some and commissions to others—a necessary difference, inherent in the varying nature of their business and supported by experience of former attempts to pay salaries to all, but a difference which ought to be first applied with discrimination and then maintained in administration; and success in neither can be truly affirmed of the existing law.

To more than 95 per cent. of the postmasters (53,053 out of 55,434 on the 1st of October), compensation, in addition to money-order and special-delivery business, is awarded by the allowance quarterly of all box-rents collected by them, and of graduated commissions upon the postages on matter mailed, deficient postage collected, and sales of waste paper and twine, at their respective offices; all adjusted by the Auditor in settlement of their accounts. When this measurement yields \$250 per quarter for four successive quarters, exclusive of fees on money-order and special-delivery business, the Auditor reports the office to the Department, and it is then assigned to the salaried class, and the salary fixed upon an entirely different basis, the volume of gross receipts at the office arbitrarily rated by the act of 1883.

Compensation of the fourth-class postmaster is graded upon the theory that it should be sufficient to remunerate all the expenses of his office as well as his personal service; and hence not only all box-rents in every case, but all postages canceled up to \$50 per quarter, and round commissions upon the residue, are awarded him. On the other hand, compensation by salary naturally implies the recompense of the postmaster's personal service only, irrespective of the expenses of the business, which then belongs wholly to the Government. If this distinction is fairly maintained in the provision for the two classes, with a just and appreciative perception of their circumstances, the chief arbitrary determination required is of the line of division between them; and even this may rest approximately upon some natural boundary. It is not now, perhaps, although improvable, seriously misplaced; nor does much room exist for postmasters of the fourth class justly to complain of the measure of their recompense.

But on directing attention to the salaried postmasters it is disclosed that the theory of division is quite discarded in the treatment of by far the greater part. Notwithstanding the salaries of all are fixed upon the same general basis, the gross receipts adjusted to a graduated scale, they are arbitrarily divided into three classes, by mere numerical reference to the thousands touched by that scale, and very different consequences awarded to the different classes. To such as thus receive \$2,000

or more the full salary is bestowed without abatement, and adequate provision made of an office, with all its accessories, and of all clerical assistance, supplies, and other expenses of equipment and maintenance. The second-class postmaster especially is the favorite of the statute; charged generally with duties which exact but a moderate share of a competent officer's time, and sustaining no drawback in any necessity of applying part of his salary to the expenses of his office.

Yet from the third-class postmaster, who has so much less than the others in nominal salary, is taken "even that which he hath." To him no allowance (except in a case which is no exception, that of the separating office) for rent, light, fuel, clerical service, stationery, or other outgo whatever is made, but all must be defrayed from his miscalled salary, which thus proves too often, instead of the apparently promised reward of labor, but the weak residuum of a well-nigh exhausted cup. "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 and 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 \$100 more the postmaster may take \$2,000 net for his services, and these often more of mere easy supervision than 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."

The appropriate remedy for relief of the incongruities now existing seems to be in seeking a less arbitrary and more natural classification of the post-offices and the proper execution of the theory of the division by such provision for the several classes as the character and amount of their respective business require.

It appears more in accordance with the affairs of their offices to divide postmasters into two, or perhaps three classes. The largest should comprise those who serve the smaller communities, and whose limited business requires for office room but a share of the space in some apartment employed by the postmaster for other uses of his own, as a store, shop, professional office, or room in a dwelling; and requires no more personal service than he alone can render if he devotes his own time. Such an office imposes no charge for rent, fuel, or light, beyond a moderate addition to the expense he would otherwise sustain upon his individual account; and for clerical service nothing but what he chooses to provide in substitution for his own; and he is supplied by the Department, according to his necessities, with blanks, wrapping paper, twine, facing-slips, canceling-stamps, canceling-ink, and an account book. For all the expenses he sustains, as well as for his service, he is sufficiently compensated by the large commissions granted by the statute; and he frequently derives incidental gain by the attraction of people to his place of private business on their post-office errands. Such a class might well embrace not only those postmasters now in the fourth class, but the lower grades of those at present in the third class, drawing the line, perhaps, at a business which produces gross receipts of \$3,000 per year. The limit of such a class is properly determined when the business becomes so great as to rightfully demand a post-office devoted entirely to postal affairs, independently of the interruptions of any private business in the same apartment. Whenever one of this class is designated by the Department as a separating office, special provision for the necessary additional clerical force should be allowed. Otherwise his commissions should allow, and probably now do, all which is justly demandable by the nature of the service he renders; and these should not cease at any merely arbitrary limit, but continue, being properly graded upon an upward diminishing scale, until the growing volume of his gross receipts carries the office into the next class above.

Appended to this report is a table (marked Table A) prepared by the Auditor, showing the respective numbers of postmasters now receiving various quarterly sums of compensation from \$10 upward, and also tables of the statistical data of the Presidential offices arranged in the order of their rising salaries, which may aid the practical consideration of this subject. During the past fiscal year the gross receipts for stamps and stamped paper sold, aside from box-rents and money-order business, at all the fourth-class offices, were, in total, \$11,854,748.34; and the postmasters' compensation at the same offices \$8,313,383.21, or 70.13 per cent. of the stamp sales. In addition, these postmasters en-

joyed the entire box-rents, amounting to above \$700,000, as well as fees on money-order business and for special delivery whenever any such service was performed. It can hardly be maintained that the Government should have nothing from their gross receipts to apply upon its expenditures in transporting and handling the mails of these offices; nor, if anything, less than the small proportion now received. Contrast with the salaried offices is sharp. The latter sold during the last year stamps and stamped paper to the amount of \$33,925,161.27, and the postmasters' compensation was \$3,625,598.86, taking but 10.68 per cent. Tables furnished by the Auditor are appended to further exhibit these details.

To establish such a class, some rearrangement of the graduated compensation is necessary, but the product of it, relatively to the officer and the Government, should perhaps be little modified. Two points of special attention are suggested by experience and sound reason. The one is, that box-rents should be taken up as part of the revenue of the Government, and brought under the control of Department regulations, in substitution for the present system which makes this feature practically the personal business of the postmaster. The gain would be in uniformity of dealing with the public, in disengaging private interests from the public business, and in the consequent more orderly and systematic conduct of it; while the proper adjustment of the commissions may secure as satisfactory compensation to the postmaster as he now enjoys. The other point of desirable improvement is the application of the commission scale by allowance of specific sums of compensation out of specific sums of the cancellations and collections on which the commission is graduated, instead of various percentages to be separately computed in each case; the gain of which change would lie in the avoidance of errors of computation, and the relief to the Auditor's office from the work of such computations, the extent of which may be estimated from the necessity now recognized in practice, to insure accuracy, of a threefold examination of each of more than 53,000 accounts in each quarter year.

The division of post-offices into the two general classes—by distinguishing those the importance and magnitude of whose business is such as to require independent and separate maintenance from those which can properly be carried on in connection with a private business—implies that the former be regarded and treated entirely as Government offices in every particular of their affairs. This consequence is demanded by the soundest principles of public business, and its recognition appears to promise far more satisfactory and efficient service. The office should then become the care of the Department, be provided and equipped, supplied and maintained at its cost, and the postmaster paid by a salary measured by the nature of the responsibilities and duties imposed upon him. His time and labor, reasonably exacted, belong then to the Government, to be applied not only to proper supervision but to such other duties of his office as their use may enable the

proper discharge of by him personally; and for the excess of necessary service required the proper provision of clerks devolves upon the Department.

The consideration of the principles and the arrangement of a system adapted to the suitable provision of quarters, equipment, and clerical force, and to govern the organization and administration of such offices, become then an independent subject of departmental care, not involved with the adjustment of the postmaster's compensation, nor subject to the detriment almost inevitably resulting from making them a charge upon him. Somewhat farther on I shall venture to propose some suggestions on these points. It is obvious at once that the correct settlement of a scheme for salaries, while perhaps necessarily to be graduated with some reference to the volume of business, depends upon a correct measurement of the character of the responsibilities imposed on, and personal duties to be exacted of, postmasters in the various offices. The lowest salary ought not, as now, to be fixed at the maximum allowed the highest grade of the commission-paid postmasters, but at a sufficiently lesser figure to recognize adequately that commissions are designed to cover the expenses of the office as well as the postmaster's compensation. Thus, in such a division, the largest commissions might yield a yearly aggregate of nearly \$1,400 on a business approximating \$3,000. But after his office enters the salaried class, and the expense of it becomes a departmental charge, the postmaster who collects gross receipts from \$3,000 to \$4,000 will perhaps be sufficiently remunerated by a clear salary of \$1,000, and the graduation rise thenceforward in proper proportions.

The value of a subdivision of the salaried class can not be great, nor are specially useful results promised to it. There is, however, a line which naturally separates these into two classes. In the large offices of the service, perhaps such as receive \$30,000 or more, the duties of supervision and general management may be properly regarded sufficient to require the postmaster's attention to such an extent as to leave little or no opportunity to share in its detailed work; while in those which rise from the lowest salaried limit to this point he ought to participate in the labors of the office more or less, accordingly as its requirements of a supervisory nature vary from the least to the most absorbing degree.

The adoption of these lines of demarkation ranges all the offices into three natural classes. To draw them is in some degree an arbitrary work, and their location as above suggested may not be the most correct application of the natural principles for the division which have been indicated. It may be esteemed desirable to require offices to be independently maintained at which less business is transacted than will yield gross receipts of \$3,000 per year. But as that line can be subsequently lowered, and every such change is experimental and requires experience to correctly adjust the true boundaries, it would appear

proper at this time to carry the salaried class to no lower limits. Upon the plan above proposed, the offices of the first or upper class will number 118, of the second or middle class, 1,471, and of the third or commission-paid class, 53,845, according to the returns upon which the latest annual review proceeded and the entire number on the 1st of October. Assuming this arrangement, some further suggestions in regard to the provision of offices and clerical assistance may be properly added.

Buildings for Post-Offices.—As the law now stands the entire number of post-offices for which, if not in Government buildings, the Department may rent quarters is 517; all of the first and second classes. In the appropriation act of March 3, 1885, authority was given in the expenditure of *the appropriation then made* to lease premises for offices of the third class, also, for a term not exceeding five years; but the appropriation was not enlarged beyond the estimates for first and second class offices, and the authority could not be exerted with propriety except where leases at a nominal rent were offered, and but three or four such were made.

Of the whole number of offices chargeable to the Government, 86 were, on the 31st of October last, in Government buildings, the heating and lighting of which the Secretary of the Treasury provides for out of the general appropriation for the expenses of the public buildings; 303 were under lease for different terms at a gross annual rental of \$285,729.50; besides 50 stations at the rental of \$62,621; and to the remainder, money allowances for rent, incurred and to be paid by the postmaster, to the amount in gross for the year of \$92,643, have been ordered. Appended hereto is a tabular exhibit prepared by the law clerk, of the post-office leases in force at the end of the fiscal year; and also an amendatory exhibit showing all the changes up to the 1st day of October. On that day the annual rate of cost for the rentable offices and stations stood at \$501,331.50; of which \$440,993.50 was for rent, and \$60,338 for heating and lighting, not included in rentals; besides 31 offices recently elevated to the second class, the cost of provision for which had not been definitely adjusted.

Should the plan discussed for the reclassification of post-offices meet approval (or should third-class offices of the grade of \$1,400 salary and upwards be included in the list for renting), it would add 1,072 offices to the charge of the Department, making altogether 1,589 as they are at present graded; a number to increase gradually from year to year if peace and prosperity continue with us. There are now 104 Government buildings containing post-offices, and the Supervising Architect of the Treasury advises me that 44 Government buildings, which will furnish post-office quarters, are in process of erection, and that special appropriations have been made for 32 more whose construction is not yet begun. Of the 104 in present use, 3, all in the State of Maine, are fourth-class offices; 2, 1 in Maine and 1 in Massachusetts, are of

the lowest of the third class, and 1 holds the Georgetown office, now a station of the Washington post-office. This leaves 98, of which 86 are in the first and second classes, and 12 in the third, out of the number of 1,589 proposed for renting, already so provided for; besides 76 which soon will be also in buildings owned by the Government. The number remaining for further provision, on the plan suggested, will therefore be 1,415.

The average rental of the 303 offices now leased is \$943.00; and of the remainder provided by allowances, \$604.41; and of the total of both sorts, as now provided for, is \$857.74; and doubtless suitable premises can be secured for the additional ones proposed, because of their small requirements and location in small places, at an average annual rental not exceeding \$400 each, or a total additional cost of \$435,800 per year for rent. Add for heating and lighting the estimated sum of \$50,000 and the annual charge for quarters for post-offices will become approximately \$1,000,000, and increase from year to year at the rate of 3 to 5 per centum.

This subject may be further temporized with, and the limits withheld from the immediate expansion proposed. It can not be done without injustice to the cities and towns so deprived of the privileges and finished service to which they are as fairly entitled as others, and to the postmasters, who are compelled to pay out of their salaries rent of buildings solely for the use of the United States.

No long delay can at best be gained, and the course of wisdom is to look at once to the fact that already the charge of nearly 1,600 offices fairly belongs to the Government, and within not many years the number must be 2,000. The question therefore rises, what is, what ought to be, the policy of the Government in dealing with this feature of its postal service? not how best to avoid, by temporary expedients or inaction, the exigency of the public interest, but in sound forecast and prudence unshaken by timidity how best to provide, with human permanence, for the great service for the generations that ought to be bettered by our wise action.

Provisionally, it can hardly be questioned, the Department should be authorized to pursue its present course of leasing, or making allowances, as may, in the particular case, be most expedient and economical, and adequate appropriation be made. Authority to make a lease for five or more years, at least, subject to termination when a Government building is provided, or whenever, in the judgment of Congress or the Department, the public interests so require, appears to be a proper accompaniment, and is again recommended.

But such a course is, necessarily, and ought to be regarded merely provisional. It presses upon the mind that a broader and more comprehensive policy should be settled. The enduring permanency of the postal service is so potential a factor in determining the just requirements of the public interest as to compel assent to the proposition—

strongly re-enforced by many other reasons—that, whenever an independent office is fairly required, it should be the property of the Government, upon land ceded to its jurisdiction by the State, and subject to its proper regulations for the best administration of the service.

This proposition has already received such repeated legislative recognition in numerous enactments for the construction of public buildings, that it may be regarded as a settled principle, in general; the reservation being that its particular application shall be made by special acts of Congress. Yet, whatever the theoretical value of that reservation, it can hardly be gainsaid that, in practice, public buildings have been often unnecessarily expensive; and, in many instances, the expenditure has been extravagant and needless, by no means even productive of the best results. They have proven especially unsatisfactory in their accommodations for the postal service.

In the buildings hitherto constructed the wants of the post-office have been generally subordinated, in the original design and in the completed structure, to the architectural show of the exterior and the claims of other kinds of Government occupation, which, though often of much less relative value and usefulness to the public, were given an exaggerated importance to furnish reasons for obtaining the appropriations originally, and so secured a disproportionate share of the subsequent use. Thus, many post-offices in expensive buildings are poorly lighted, badly arranged, and illy adapted to the proper requirements of the service.

In some cases the growing needs of other departments have pressed upon and narrowed the provision originally made for the postal service, whose own necessities have meantime also continually increased, until many Government buildings furnish at this time entirely inadequate and unsuitable quarters for the work of the post offices; notwithstanding, often, the portion designed for such uses occasioned an expenditure in original construction much beyond what would now provide independently a satisfactory establishment. This fact is occasionally brought prominently to notice by the demands upon Congress for appropriations to alter, sometimes to rebuild, existing structures—alterations difficult to adjust to inexorable present conditions. So it chances that in many such buildings the clerks of the post-offices are found in basements, in lofts, or huddled in some portion of an apartment so darkened by indispensable furniture necessarily crowded in arrangement that the labors of the day must be performed under artificial light—a condition not only unfair and harmful to public servants by no means overpaid, but seriously obnoxious to the proper performance of duties, which, because of the rapidity, accuracy, and infinite details involved require the most favorable provision of light.

As a rule, the Government buildings furnish apartments less than satisfactory for post-offices; and many much superior are to be found in buildings rented by the Department and equipped, sometimes built, by owners under the care of its inspectors. Upon this subject, I wish

to urge a reading of the facts presented by the commission for the examination of post-office organization in their report hereto appended, but which is more particularly mentioned in discussing the next following topic.

The conviction has become strong in my mind, from the observation and experience enjoyed in this place, that the Government should build its post-offices separately and solely for postal uses; that they should be constructed wholly by this Department, and with requisite precautions of law to secure economy, suitability, and harmony of design; that they should be built in every city or town where the magnitude of the service warrants an independent office, although from time to time only, perhaps, as the surplus revenues of the service will warrant.

The Department should be provided with an architect and practical builder, to be chief of the division of construction, some of whose clerks should be skilled draughtsmen, and two or three competent inspectors be assigned to his aid. A moderate addition to the roster of the Department will be amply sufficient if uniformity of design be required and followed. With the aid of the Supervising Architect of the Treasury, or otherwise, and subject to proper approval, a design for a post-office should be so devised that, with modification in size only, similar buildings may be built in different cities without limit of number, and all so designed and built that, while in its first construction the fairly prospective as well as immediate needs of each office shall be entirely met, great if not indefinite enlargement will be possible without impairment of the general plan or the utility of the portion first constructed, when further development or growth shall necessitate such action. To this end, as well as for proper security against fire, an ample space of ground—the relative dimensions of which might be prescribed by law—should be secured in the beginning, and jurisdiction as well as title properly ceded to the United States.

Uniformity of design and plan in the exterior, and generally of the interior also, but with adaptable variations of the interior arrangement—to only a small extent necessary—appears so highly desirable that it should be established by law. It is a measure of equal justice to the different localities; it will afford to the eye everywhere instant advertisement of the character and objects of the structure as the national post-office; it will insure the most serviceable office as well as tend to uniformity of administrative service (upon which point I urge careful attention to the next topic discussed, the provision of clerks); and, especially, it becomes a guaranty against extravagance in construction, the limits of cost being necessarily fixed thereby to a great degree, capable, even, of definition by statute.

Obviously the first objection to be fairly met and perfectly guarded is the risk of unnecessary and lavish expenditure; and the sure economy of such a course of extensive construction demands to be demonstrated and its satisfactory safeguards discerned and provided. Yet it will be

remarked that the Congress necessarily loses no control over the subject, and can apply any checks from time to time not foreseen to be requisite but discovered to be by trial; and the official responsibility of the officers of the Department, with the limitations fixed by appropriation and by public criticism, affords trustworthy grounds for confidence in the experiment. Indeed it may be truly said, notwithstanding instances of speculation and criminal misconduct inseparable from human trusts, that the record of the vast expenditures and performances of the Post-Office Department, during its history, displays such fidelity in the use of public money and the accomplishment of results so satisfactorily answerable to its proportionable outlays, that no agency of the Government promises to better justify the proper deposit of extensive authority to attempt a great undertaking for the public benefit and the improvement of its service.

A careful consideration of the probable cost of such buildings will, it is believed, satisfy the inquirer that in a considerable number of the cities and towns where they would be constructed, less than \$10,000 will be amply sufficient to build a fire-proof edifice in every way adequate to the proper wants of the locality, the ground not included, and provide apartments vastly better than anything hitherto enjoyed or hoped for, but not beyond their deserts or the demand of enlightened public judgment; and that, taking together the places which have not yet been, but ought to be, provided with a Government post office, \$10,000, or at most \$12,000, will supply the average necessary expense of such a structure for all the offices now of the third class which have been suggested as deserving governmental provision, and \$20,000 the average of the remaining offices of the second class not now in Government buildings. Indeed, whatever the satisfaction which is gained by lavish expenditure from the national Treasury for the ornamentation of favored places, a glance at the list of cities and towns which would be in this manner served induces belief that the useful and suitable public post-office suggested, with its additional postal conveniences, will be everywhere heartily welcomed.

It may be perhaps anticipated that in many cases the locality will provide the ground, with a view to secure an earlier construction, nor, so great and so peculiar to the community will be the value of the improved service, should it perhaps be esteemed unfair that so moderate a share of the cost should be thus sustained. But, reckoning that cost, it may safely be assumed that, upon the whole, an average of \$20,000 will provide the land and structures at all proper places remaining. Fifty offices for each million of expenditure ought so to be realized to the country, a sum which the postal service will soon annually provide if its revenue be judiciously conserved; and the public treasure has never been better used.

I refrain from an extended argument of the merits of the suggested course, most of which will arise to the reflecting mind. The vast gain

to the postal service from well-ordered post-offices is so established by a long experience that, by them familiar with its operations, the assertion will be at once accepted that the increase of business so occasioned must of itself soon recompense the cost in nearly every locality. If the view be much more narrowed the economy of the plan is approved. So long as the Department rents of private owners, the average rate of rental, which must include the local taxation, will but rarely be less, and never average less than 7 per cent. upon the cost or value of the property obtained, and not infrequently at least 10 per cent. is exacted. Yet the Government borrows easily at 3 per cent. on call, and its time obligations sell in the market at prices which yield but 2.30 to 2.40 per cent. annually. Fifty offices, rented at the present average of \$357.74 per year, impose a total of \$42,887 upon the annual appropriation for this object, while the interest charge upon the million limit of cost will be at most but \$30,000. The appropriation of surplus revenue to this purpose, if no more be provided, will in the course of some years obliterate the item of rent from the debit side of the Department's ledger, and prove remunerative in the merest pecuniary sense; altogether the most insignificant advantage reasonably to be hoped for.

In every city which has witnessed the repetition of controversies over the location of the post-office, as leases have from time to time expired, and the migration of business from one point to another following its changes of situation, with the attending loss in real estate values and disturbance of local affairs, not to speak of the engendered bitterness, the assurance of stability and permanency of influence on business establishments to result from the fixation of the post-office by Government ownership, will be welcomed as not the smallest boon conferred.

If reasons be sought against the course of action proposed, it seems difficult to find any sufficient to oppose it. The aggregate cost of all such structures, economically built, is a sum too insignificant, although a large one, to be set off against the resulting benefits to a people financially so circumstanced as ours. And, as already indicated, if the entire sum were immediately borrowed and its repayment charged upon the postal revenues, it would prove an economical measure, because the interest-charge would be less than the rents to be paid for the same buildings, and the saving of rent would in time sink the principal of the debt.

Clerks in Post-Offices.—“For compensation to clerks in post-offices, \$5,450,000,” reads the latest act of appropriation, pursuing with only a difference in amount the language of those which have preceded it. And, except that the general statutes authorize allowances to postmasters for its expenditure at offices of the first and second classes only, and at distributing or separating offices “for the necessary cost of clerical services arising from such duties;” and that an old statute, in part, at least, repealed, directs that “whenever unusual business accrues at any post office, the Postmaster-General shall make a special

order allowing reasonable compensation for clerical service and a proportionate increase of salary to the postmaster during the time of such extraordinary business;" there is substantially the end of the law on the subject. The statute does, indeed, limit the total allowances to the first and second class offices "for the necessary cost of rent, fuel, lights furniture, stationery, printing, *clerks*, and necessary incidentals" to "the surplus revenues of their respective offices—that is to say, the excess of box-rents and commissions over and above the salary assigned to the office;" but the statute which fixed such commissions has been repealed.

There is also a special limitation respecting money-order service not necessary to repeat. So far as the postal service is concerned, this large and increasing item of expenditure (besides others for rent, light, fuel, furniture, stationery, and necessary incidentals) is turned over to the Department to be disbursed nominally at the will of the head of it, practically by the clerks in the division of salaries and allowances, under correction of its chief and the First Assistant. This is in striking contrast with the nice limitations fixed in the annual act for the service of the Department itself, appropriating but about \$800,000 to be expended immediately under the eye of the officers charged with its government, in which the particular amount applicable to each of the various classes of clerks in each office, and for each item of supplies is carefully assigned. A greater sum is appropriated by the Department for a single post-office.

I have been unable to find that there has ever been a regulation or order fixing system or principles upon which this vast sum of money is to be annually scattered. The First Assistant directs the entry of the necessary orders, prepared in the division and brought up by its chief, after such examination as he finds it possible to give in the mass of duties crowding upon him. The chief of the division makes his best effort to guess the proper sum for each importunate postmaster to expend; and the postmaster adjusts, subject to the same approval, the salaries of his force in accordance with his judgment of their merits. He files his roster of clerks and wages; and the Department, with good success upon the whole, sees to it that he spends for the prescribed objects the amounts allowed. Inspectors are directed to examine the office in particular cases, and they assist by their opinions, formed on the ground, the ultimate discretion of the division chief and First Assistant. Such seems to have been from the beginning the only "system" known to the Department. In his report for the year 1882 Postmaster-General Howe directed attention to this subject, and said of the prevailing usages:

These large sums are distributed among the different post-offices entitled thereto by a series of orders, allotting so much to one and so much to another. In theory these orders are made by the First Assistant Postmaster-General; in practice they are made by a fourth-class clerk in the office of the First Assistant. No matter by whom made, this distribution will not be well made. Finite intelligence could not

make a wise and just allotment of such a fund; infinite intelligence can not be obtained for fourth-class clerks.

Postmasters are eager for large allowances. The most importunate are apt to be best served. They ask earliest and oftenest. They employ every kind of entreaty, and offer every sort of influence, personal and political. The clerk must act upon such a case as the postmaster presents. He has no means of rebutting it. It is not surprising, therefore, that the recent investigation by the First Assistant Postmaster-General resulted in a reduction at eight offices, amounting in the aggregate to \$54,530. It is not to be doubted that a broader inquiry would result in still larger reductions.

Such a method of providing for the post-offices may have been adapted to the early days of the service; but, with gradual expansion, its errors, misjudgments, and inequalities must have been constantly accumulating; and it is a high mark of the integrity and fidelity of those who have had charge of the distribution that no other reproach can be aimed at the history of their office; and that reproach is not theirs; theirs is the credit that in such circumstances of embarrassment and difficulty it is no worse.

But the condition presented is sufficiently repulsive to any sense of administrative order or justice. To bring it as fully as possible to your consideration, and enable its free submission to the Congress, there are appended to this report tables showing the circumstances of all the first, second, and third class offices, their receipts and allowances of divers kinds, ranged in the grades of their salaries. The differences between them, in the proportion of allowances to receipts, are startling in every grade; and a more minute inquiry will not furnish thoroughly satisfactory reasons for them, although they will explain and excuse their existence in great degree.

Among the large offices of the first class there is not only a similar disparity in the proportionate expenses of their maintenance, but little uniformity of organization, of principal officers, of gradation in clerks, in their assignment of duty, or compensation. These will be better understood and their effect conceived by a thorough examination of the accompanying exhibits. As a mere illustration notice is called to the appended table (marked Table O) showing the variety of principal officers and in the salaries paid to them at the first-class offices. A difference among these officers might reasonably be anticipated and approved. The existing differences will appear to a great degree capricious, and are excusable only because the assignment of duties is exceedingly various and not accurately indicated by the names employed to designate the officers.

In the first-class offices total allowances vary from 8.5 per cent. to 24 per cent., exclusive of rent, light, and fuel, and at Washington 48 per cent., of gross receipts; and in each of the different grades of second-class offices similar or greater disproportionate allowances are shown. Holyoke, Mass., and Houston, Tex., stand side by side in the table, with a difference in gross receipts of \$32 in favor of the former and of \$6,203 of allowances in favor of the latter, which receives three times the sum

for clerical service that the former requires, the percentage of gross receipts so consumed being 9.4 per cent. in one and 28.2 in the other.

These tables proffer numerous instances of similar discrepancies readily observable. Examination of the disbursements will show wide disproportion in the salaries paid to clerks, and in the numbers employed. In many instances, they indicate the studious performance of office duty by postmasters themselves; in others, this studious performance *per alios* as plainly preferable to *per se*. The differences are often not the result of the characteristics of the present officers alone. They have accumulated through years, are the fruit of the importunity spoken of by Postmaster-General Howe; and being once established, it is difficult to change the methods and salaries.

Much of the want of uniformity in the clerical organization and allowances of the larger post-offices is due to differences in the quarters they occupy. The commodious, well-lighted, and well-arranged offices both require less force and admit of its more natural adaptation in arrangement to the most convenient performance of their functions. Where apartments are separated, some in basements, others in upper stories, ill-lighted or crowded with their necessary furniture, clerical arrangements must be adjusted accordingly, and invariably at greater cost. A perusal of the appended report of the commission to inquire into post-office organization, mentioned below, will be found instructive on this point; and it will be observed how strongly this consideration reinforces the expediency of providing uniform post-office buildings.

It is, or it seems to me, apparent upon the face of these facts, that a comprehensive, well-ordered system ought to be devised for the government of this feature of the service. The objects of it suggest themselves; the means of securing them present the laborious and troublesome problem. But however vexatious the inquiry, it should no longer be delayed. Necessarily, the details of such a distribution, involving the ascertainment of the particular facts of each case and the application of the principles or rules of measuring their requirement, must be committed to the clerks of the division. But this may be accomplished by such regulations and instructions as to leave the result dependent on discretion to the least degree. And it is not impossible to provide such a system, although the great number of offices, the differences in the character and extent of their work, and local conditions, render the task a delicate and painstaking one.

The first aim should seemingly be to settle the rules by which to determine in what offices and to what extent clerical service, in addition to the postmaster's personal service, ought to be furnished by the Department. This is properly dependent on the nature and magnitude of the work required at the office. It does not depend on the gross receipts, nor is it to be gauged by them. The tables show this clearly. And the work in post-offices divides into many different kinds, each of which requires an especial consideration. The desideratum is, a fixed scale for

measurement—not in money, but in clerical power or capacity—of the several kinds of work, in order to make the adequate provision for each branch of duty, and in total. This appears attainable by a study of each species of labor sufficiently to determine how much of it a person of average competency should perform in a given time; the perception of the proper unit of measure in each grade of duty.

Given the rules, the particular facts to which they are to be applied must then be reliably found. This suggests the second aim of such an inquiry: the discovery or invention of the methods by which the postmaster may trustworthily take the census of his various duties and make faithful reports thereof in such form that the true estimation of the clerical service due his circumstances arises from the application of the rules.

The third point indicated is, that the entire body of post-office clerks requires to be intelligently graded into classes and divisions, adapted to the work in post-offices, the pay of each grade and rank predetermined; and assignment of the force found necessary for the work—according to the prescribed rules—should be of clerks of the requisite grades, chargeable to the Department, instead of being in money to the postmaster to employ service.

The last prominent desideratum necessary now to be mentioned is, the uniform organization of the large offices employing many men into the most useful form, and the proper adjustment of salaries.

I content myself here with the briefest indication of these features of a desirable system, the value of which is, I think, obvious, and the supporting reasons will follow on reflection. The advantage of a uniform system in such a wide-spread service needs no argument. It is the only trustworthy means of equal justice and efficient business. The exigency for it multiplies now with every year. That the lack of it has caused no greater evils than already exist is matter of congratulation. It is true, full legal power over this entire subject has been vested in the Department for many years; but, for many reasons involving no personal criticism, the exhaustive and radical treatment of it, indispensable to the situation, has not been applied. One reason only needs be mentioned. No sufficient provision of means has been afforded to pursue, singly and thoroughly, the necessary course of investigation, followed by competent study. The ordinary force at command of this office has been too heavily laden with exacting duties to spare all the time demanded, and the limited compensation within the power of the Department to offer debars employment of men best suited to such a task.

It appears once to have engaged a brief consideration by the Congress. In the act of July 12, 1876, the Postmaster-General was directed "to cause a careful inquiry to be made into the rates of compensation now paid to clerks in post-offices, with a view to a more equitable adjustment and reduction thereof; and if such a rearrangement is prac-

licable, to put the same in force from and after July 1, 1876: *Provided*, That such adjustment shall in no case involve an increase over and above the present aggregate compensation as provided in this act." In the report of 1877 Postmaster-General Key said that, in obedience to the act, such investigations were made as the force and means at command would permit, "but so far without discovering how such reductions may be made without impairing the efficiency of the service." The expenditures under this item were, in fact, reduced between 1876 and 1877 nearly \$250,000, according to the showing of the Auditor. But it does not appear that any attempt at systemization or uniform organization was made, nor possible with the means at hand; and the drift toward chaos has since continued.

With a view to attempt better methods, if possible, three officers of the service, Inspectors Ryon and Metcalf and Mr. Alexander, superintendent of mails at Philadelphia, were directed in May last to enter upon and diligently prosecute an inquiry. Before it was finished, Mr. Metcalf retired from the service, but submitted his views so far as then fixed in a separate report. Inspector Harrison took his place on the commission. Recently the completed report of the commission has been submitted. No time has been afforded me since to satisfactorily pursue the study of the subject with the aid of these reports. Their hurried examination indicates that much has been accomplished which will tend to facilitate the final settlement, but that very much remains to be done, both of inquiry and digestion. These reports will materially assist understanding of this subject, and I append them hereto, with the papers returned by the commission, prefixed by a copy of the order directing the inquiry.

So far, however, the examination has been limited to offices of the upper classes. It should comprehend all at which any clerical service is necessary, especially if the third-class offices are to be added to the list for general provision. It will properly embrace the question of compensation of postmasters and the line of division between the classes.

If the inquiries, apparently well begun, can be pushed to a thorough and comprehensive perception of the principles of order which must underlie this branch of the service, the head of this Department may establish them by regulations in a just and adaptable plan for organization and adequate provision of clerical service; by which is meant in the law all necessary officers and men below the postmaster. Without such aid as will enable the attainment of that clearness of understanding which makes action easy and firm, it would be unjustifiable to risk any such radical general attempt at amendment as alone can reach the extent of the evil; the continuance of patchworking, at whatever cost, being at least sufficient to keep the service in clothes, however ill shapen and disfigured.

The present duty is to bring the existing condition of this business faithfully and openly to your attention, to be submitted to Congress.

It appears to require either that a legislative solution shall be given, or that adequate means be placed at the command of the Department to pursue by the most competent assistance such further investigation as shall enable and authorize the adoption of suitable regulations to bring about a complete and useful reformation. It needs hardly to be added that in view of the vast annual outlay and the magnitude of interests involved, no probable expense so incurred would fail to be ten times restored in a single quarter if the object be fairly attained.

The appropriation for clerk-hire in post-offices for the last year was very insufficient in amount. This happened because the estimates on which it was based were prepared only for clerks in the postal service, and the act of June 29, 1886, approved only a day before the appropriation act, amended the law (as recommended in the annual report of 1885) to require that clerks in money-order service, theretofore paid out of the proceeds of money-order business, should no longer be so distinguished, but be also paid from this appropriation. This cast upon the sum provided the unexpected burden of all the money-order clerical service, then amounting to nearly \$305,000. The large increase in postal business also pressed for unexpected additional clerical service in post-offices; and notwithstanding the economical gain of consolidating the postal and money-order clerical service, the expectation of which had caused the recommendation and passage of the act, the appropriation failed to meet the combined demands, and the absolute necessities of the condition compelled the Department to authorize the expenditure by postmasters of the further sum of \$235,812.74, for which a deficiency appropriation must be solicited.

This item of appropriation is one of those in which the purpose of Congress is more particularly manifested than in some others, and can be justifiably exceeded in expenditure only when peculiar circumstances—such as have been mentioned—warrant the conclusion that the omission of necessary provision was not designed, but casual; and the obligation to limit the excessive expenditure to the absolute necessities so arising has been fully acknowledged. The duty not farther to overstep it prevented the Department from fully meeting all the demands for increased allowances which might have been properly granted if the appropriation had been sufficient, and caused complaint by some who mistakenly supposed the subject one of purely departmental provision, or who did not recognize the obligation to conform action strictly to the will of Congress. The appropriation for the current year enables partial, though not great, relief. The estimate submitted for the next year proposes an addition of \$200,000; a sum which will be indispensable to obtain satisfactory service, unless by that time the allowances can be placed upon a just and proportionably uniform basis; which can not, I think, but operate a considerable saving in their total with much improvement to this class of service in general.

The three topics above discussed, the proper classification and compensation of postmasters, the organization and clerical service of post-offices, and suitable buildings for their occupancy, concern deeply the immediate convenience of this service to the people. Satisfactory solution of the questions which arise in respect to them will prove an advantage not easily to be overestimated. The appropriate remedies for the existing conditions deserve early and painstaking attention. Various opinions may be anticipated, and other plans to attain the objects. It is, however, ardently to be hoped that a contrariety of opinion may not longer hinder and delay desirable improvement, but stimulate a discussion which shall evolve a practicable conclusion. The presentation of the foregoing suggestions has been in acknowledgment of the obligation upon one who points out existing evils, to propose, at least, some betterment. That greater improvement may be otherwise secured, will furnish, when the fact is shown, a stronger argument for an early course of provident relief.

The Free-Delivery Service was, during the last fiscal year, extended to eight additional cities which had reached the limits then required by law of \$20,000 gross receipts or 20,000 population, and were thus within the discretionary consideration of the Department. These were Birmingham in Alabama, Wichita in Kansas, Battle Creek in Michigan, Winona in Minnesota, Joliet and Rock Island in Illinois, Bradford in Pennsylvania, and Rutland in Vermont. Their addition left the total number of places within the privileges of this system to be 189 at the end of the year.

The increase in the performances and requirements of this service was in greater proportion than of added towns. The report of the First Assistant Postmaster-General presents interesting statistics of the growth of the year, of which the following are specially noteworthy. There was increase in the whole number of pieces of mail matter handled by carriers of 14.16 per cent., or 285,044,057 pieces, the aggregate reaching 2,234,564,656, the gain being in every class of mail matter, and in the following percentages, respectively: in deliveries of mail letters, 13.13; of mail postal cards, 11.43; of registered letters, 8.78; of newspapers, 14.06; of local letters, 20.19; and local postal cards, 15.11; in collection of letters, 16.15; of postal cards, 13.32, and of newspapers, 11.15. The enhanced local use of carriers will be observed with interest, and its effect noted in the increase of postage receipts on local matter by \$852,010.72, or 14.59 per cent., bringing the gross to \$6,691,253.69.

Necessarily, such rising demands caused the addition of many new carriers, 469; by which the total number at the year's end became 5,310. This was but economical provision, 9.66 per cent. of increase for the added work, shown in the fact that the average number of pieces handled per carrier rose, notwithstanding the increase of carriers, from 402,710 to 420,822, or 18,112, a percentage of 4.31; more than for years previously; and in the large increase in the excess of postages on local

matter over the total cost of this service, amounting to \$545,625.35, or 35.73 per cent., never before equaled since the system was on foot. The number of cities in which the postages on local matter exceeded the cost of the free-delivery service therein increased from 19 to 30. I find significance in these figures corroboratory of the opinion already expressed in another connection, that all reasonable improvements in the local affairs and facilities of post-offices will produce more gain of revenue than their cost.

The average cost per carrier fell still below that of last year, from \$889.15 to \$867.67, or \$21.48 to each, 2.41 per cent. This was due to the larger proportion of offices in towns which have but two grades of carriers, and to the considerable number of carriers in the lowest grade by new appointments. In all particulars of cost there has been continuing improvement, as will appear by the diminishing ratio of rising expenditures shown in the following statement:

Year ending June 30—	Total cost free-delivery system.	Actual increase over previous year.	Per cent. of such increase.
1884	\$3 504, 206.52		
1885	3, 085, 952.55	\$418, 253.97	13.7
1886	4, 312, 306.70	1, 226, 354.15	28.2
1887	4, 618, 692.07	306, 385.37	6.6

The appropriation for the last year was \$4,928,531.25, and the balance unexpended thereof is \$309,839.18. The record of the year is a testimony to the faithful and well-directed efforts of the superintendent of the service to steadily augment its usefulness to the public, while by judicious economy its great and growing cost is checked to a slower pace; in conformity to the sound policy that stints nothing in the perfection of postal facilities and expends nothing of the public money needlessly.

The act of January 3, 1887, gave effect to the recommendations urged in the former reports submitted to you, and authorized discretionary extension of carrier deliveries to cities having a population of 10,000 or collecting \$10,000 of gross postal revenue. It was hoped that these privileges might have been at once enjoyed by as many as fifty to seventy-five cities, whose applications had anticipated appropriation, and which the investigation of inspectors had found suited to the service in local conditions. But the failure of the usual deficiency bill to become a law left the Department without rightful authority to make the expenditure until the beginning of the current year; in the mean time, however, pursuing the examination of applications with a view to the earliest accommodation of applicants.

The eagerness with which the advantages of the carrier delivery of mails are now sought is in marked contrast to the reluctance of many towns to admit the system on its introduction in 1863. Then the De-

partment was obliged to enforce its acceptance in many cases; in the first two years the number of cities so at first served decreased by twenty; in seven years afterwards but six were added; and it was not until the year 1880 that the list embraced one hundred. But the recent act was no sooner approved than applications for the service, besides those filed in anticipation of the act, pressed rapidly on the attention of the Department, and during the past spring and summer the inspectors assigned to this work have diligently pursued it, while the office has spared no pains to meet the public expectation.

By the 1st of October, in the exercise of the discretion conferred, 140 additional cities have been brought within the system, in all but one of which (delayed by local complications) it is now in operation, and apparently with all the favor indicated by the general desire for it. The limit of expenditure for extension fixed by the estimates for the current year will soon be reached, at which point it will be necessary to suspend establishments until authority therefor shall be renewed by Congress.

There should be no hesitation in providing every city and town in the United States with this service, whose business interests and local conditions are such as to make it of an advantage compensatory to its cost. There can justly be no shorter limitation. One such community of our people is equally entitled with another; and all such are entitled by the best claim, American citizenship upon American enterprise, to the highest conveniences of the best postal system. No limitation is to be justly found in the relation of local postage to the cost of this service. The aggregate of such postage exceeded the entire cost of carrier-delivery in the past year by \$2,072,561.62, and each year the excess will be more. But 30 cities out of the 329 now in possession realized this result independently, so that the claim of such as do not enjoy it is equal to that of the other 299 which are assisted to maintain it. The liberal policy approved by Congress is fully warranted by the finances of the postal service and will doubtless be generously pursued hereafter.

In this view, the immediate anticipations of the future under the present law are readily to be seen by the following summary:

Applications are now nearly ready for final order to the number of.....	36
Cases now under inspection	3
<hr/>	
The probable number of further establishments during the current year is thus limited to.....	39
Other cases reported but postponed for the present for various reasons are	13
Places apparently within discretionary limits which have not yet applied.....	42
Additional places which indicate a probably sufficient revenue by the end of this fiscal year	35
<hr/>	
Probable total of possible establishments before the end of the next fiscal year.....	129

The fully established equipment and maintenance of all which with carriers of the higher grade may not be expected to cost annually over \$475,000 per year.

To these may be added in the following year the possible number of 40 more offices, regarded as probably to attain by the end of the next fiscal year the requisite revenue.

It was suggested in the last report that it might be expected the limitation then proposed would have permanence. The experience under the recent act has raised the question whether within the just principle of limitation, above mentioned, there may not be cities containing 5,000 or more inhabitants, although with less than \$10,000 gross postal revenue, whose local conditions are such as to warrant carrier delivery. The entire number within this category is but 147, and it is not unlikely that after two or three years, at least, it will be deemed just to consider favorably the claims of some of these.

The proposal has been before urged that in the larger cities a separate class of collection carriers should be provided. It would be a measure of economy and a measure of fairness. At the present some carriers are put exclusively to these duties, and with requisite age in the service gain the same pay as those employed in delivery. The duties of collection require men of less education and less capacity than those of delivery; and the discrimination proposed is in the interest of the universal sense of justice which demands a proportionable adjustment of recompense to merits and performances, and tends to avert the natural discontent of those who, while obviously earning more than others, receive no recognition of the difference in compensation. As a proper measure of economy, also, it deserves consideration; and its adoption promises to be to the interest of the service.

The Money-Order Service continued to increase in volume during the past year, the amount in the aggregate of domestic orders issued reaching \$117,462,660.89, and of international orders \$9,035,530.31; 32 per centum of increase over the preceding year in domestic orders, and 25.86 per cent. in foreign. The aggregate of postal-notes issued was 11,768,824.81, an increase of but \$50,814.76. The reduction of the fee from 8 to 5 cents for domestic money-orders not exceeding \$5, pursuant to the recommendation of two years ago, has operated to increase the use of this service to the remitters of small sums in a noticeable degree. The average amount of each order issued last year was but \$12.72 as against an average of \$14.33 in 1886, and larger sums in previous years. This is also indicated by the increase of 16.27 per cent. in the number of orders issued, and by the small increase in the use of postal-notes. In like manner, the reduction of the fee for foreign orders operated an enlarged use of them, amounting to 24.72 per cent. in number.

Complaints of improper payments of money-orders numbered only forty-seven for the year, or one to each 194,459 orders paid. Of these a portion was recovered, others were shown to have been correctly paid, and but a mere trifle, by comparison, resulted in loss to postmasters or the Government.

The total net revenue, after deducting all amounts payable by law from money-order proceeds, was \$719,335.45. This is a sum sufficient to pay the entire expense of all salaries, rent of buildings, and incidental expenses of the Department's and Sixth Auditor's money-order force, and all clerk hire in post-offices on money-order account, lacking but a few thousand dollars, notwithstanding the reduction of fees on both domestic and international business; and the current year will doubtless yield a surplus.

The painstaking and excellent exhibit of all the details of this business by the Superintendent of this system in his report renders a more elaborate account here wholly unnecessary.

During the year money-order conventions were entered into with The Netherlands and with Norway, copies of which are appended; and both went into operation on the 1st of April last. Negotiations are on foot likely to result in the conclusion of similar arrangements with the Kingdom of Denmark, the Empire of Austria-Hungary, and the Republic of Mexico.

The Special-Delivery Service does not appear to have commanded much increase of patronage during the year. Exact reports have not been received from other than free-delivery offices; but by the Auditor's allowances of compensation for deliveries and the sales of stamps, the indication is afforded of about a million and a quarter of special delivery articles. The total number at the carrier-delivery offices was 1,024,567, of which nearly 71 per cent. arrived in the mails, and 29 per cent. were of local origin. This certainly shows that this service is desirable to some, and not unlikely may increase considerably as its uses become better known. Meantime it imposes no cost, but yields a small return, about \$29,000 for the past year. Messengers earned an average of \$10.28 monthly at the free-delivery offices, which only employ them under the act; a sum which will command the services of competent youths. And the service was well performed, the average time between the arrival of the matter at the post-office and its delivery being but twenty-one minutes.

I concur with the Third Assistant in the opinion that the system is beneficial and will probably gain patronage in the future. It is employed by a considerable number, at all events, and is so simple and free from risk or burdens that it should be afforded to them who desire its continuance.

Unquestionably, however, this ought in no manner to qualify purpose and zeal to bring the delivery by carriers of all mail to the highest attainable perfection. There will then remain an abundant field for special delivery, especially at the vast number of offices where no carrier service is maintained.

Post-Office Supplies.—The improved methods of business in the division of post-office supplies have been before brought to your attention, but deserve renewed mention from observance of their re-

sults upon the last year's transactions. In 1886 it was shown that with an actual increase in supplies provided and issued of some 18 or 19 per cent. there was a decrease of cost of nearly 19 per cent. from the preceding year. Equally satisfactory results have followed upon the work of the past year in economy, and some further perfection of the business system has been secured. The increase in the quantity of supplies furnished has necessarily been great, in consequence of the enlarged business of the whole service and the greater number of offices which have come to be furnished under the legislation of recent years. Yet the entire cost of all supplies for the year, in quantity fully 30 per cent. more than in 1885, has been more than \$20,000 less, and the amount of the appropriation, which was reduced below that of 1885, that remains unexpended is \$65,859.23, besides a stock of goods on hand amounting at the close of the year to \$35,120.05.

The volume of business may be judged from some of the principal items of issues: 60,468,900 blanks, 112,403 books, 193,091,700 facing slips, 17,500 marking, rating, and canceling stamps, 778,152 pounds of twine, 21,747 reams of wrapping paper, 13,575 pounds of canceling ink, 506,200 slide labels, and a long list of other articles, shown in the report of the First Assistant Postmaster-General. The number of requisitions supplied was 287,055 as against 162,640 in 1885.

This division now furnishes not only all the stationery and other supplies of the Department and the post-offices of the first and second classes, but twine and facing slips to the Railway Mail Service and post-offices, and also canceling, post-marking, and rating stamps, canceling-ink, pads, blanks, and account books to all post-offices. It is the purchasing agency for the entire service, and experience shows that no other means is comparable with it in economy, while in uniformity and excellence of quality it would be practically impossible otherwise for postmasters generally to procure so good articles for their use.

Some amendment of the statutes is desirable to authorize the most complete employment of its facilities. The postal clerks are not embraced in the terms of the act authorizing all postmasters to be furnished with canceling ink, post-marking, rating, and canceling stamps, and stamping pads. This ought to be done. They are the postmasters of the railway post-offices, and the security resulting from effective stamp cancellation will be increased by their being supplied in like manner.

Machines have within a few years been invented for facing-up, post-marking, and canceling stamps upon letters and postal cards which are effective in their work and, at large offices, can save much time of clerks. Some years ago machines for postal cards were purchased under a special appropriation and have proven valuable. Since then others for letters have been invented, and some of the latter were placed without departmental authority, and without imposing any obligation on the Government, on trial in the post-office at Boston. Experience

shows them to be useful. The prices demanded for them or for their use appear unreasonable. If, however, they could be purchased at a fair price, it would seem to be to the convenience and advantage of the service in post-offices to add them to the list of articles to be supplied. Some enactment directing inquiry and authorizing proper action is desirable, and it is not improbable that reasonable terms can be in the end secured.

The Readjustment of Postmasters' Salaries of the third, fourth, and fifth classes of the act of 1864, for the ten years ending June 30, 1874, as required by the act of 1883, has been pushed with all the force of the Department assignable to this duty. I hoped the entire review would be completed by the end of the last fiscal year, but the work of the division failed to meet this expectation, although it appears to have been pressed industriously. There remained at the date of the last report from the office 6,578 claims on file for consideration. These can be completed with the present force in time for a final appropriation on this account during the coming session of Congress. Nine extra clerkships were dropped from the departmental roster at the end of the year, which had been temporarily established to hasten this work. The total number of claims already reviewed is 54,453, of which 21,573 have been allowed, and the total amount of such allowances is \$1,050,915.66. This indicates that the entire amount necessary to discharge these claims for readjusted salaries will be but little less than \$1,200,000. The sum of \$603,904.49 has already been appropriated by three several acts upon this account and disbursed.

The Inspection of Post-Offices upon the plan discussed in my last report proceeded during last year as far as was possible with the inspective force. The systematic examination was finished of the Presidential and money-order offices, and nearly three thousand other offices of the fourth class were also inspected. The additional appropriation for this purpose available during the current year will enable this inspection to be extended to the greater number of the remaining offices. The results have entirely met the expectation entertained of the value of this thorough work. It has disclosed many desirable changes in the arrangement of mail routes, the valuelessness of many fourth-class offices to any one but the postmasters thereat, enabled a better knowledge of the character and competency of many such officers, has instructed them and their clerks in their duties, and removed errors and faults accumulated through many years.

In the feature of discovering false reports of cancellations by postmasters to increase their compensation, the nature of which practice was fully explained last year, the work has been both remunerative and disciplinary. The number of cases in which orders have been made withholding commissions and fixing compensation because of false reports, since the 10th of October, 1886, the date to which the figures were given in the last annual report, and including November 5, 1887, is 329,

and the amount so withheld from the claimed commissions of the postmasters concerned, over and above the compensation allowed, is \$127,057.77. Forty postmasters have during the same time been arrested because of their offense in willful violation of the statute, of whom 10 have been convicted, 7 discharged, 1 escaped, and 22 await trial. In 18 cases the illegal excess was between \$1,000 and \$2,000 each, in 4 between \$2,000 and \$3,000, in 1 over \$3,400, and in another over \$5,000. In the last named the postmaster committed suicide immediately on detection.

Summarizing all which has been so far accomplished in this matter since the necessity for it was discovered and the task undertaken, from the 1st day of July, 1885, to November 5, 1887, orders have been made in 501 cases, charging back an aggregate of \$205,633.37; 56 postmasters have been arrested, of whom 18 have been convicted, 8 discharged, 1 escaped, and 29 await trial.

Many hundred cases of suspected offenders are now undergoing inspection, and the current year will make considerable additions to the foregoing statistics. It is hoped that the fraudulent practices which in many cases were maintained for years will be wholly eradicated. The act of 1878 wisely provided ample authority for the requisite course of action, but the necessity for its exertion had not been made manifest until the changes in office during 1885 revealed the numerous contrasts between the compensation claimed by new incumbents upon an honest reckoning and what had been paid to their predecessors. The entire number of cases in which orders had previously been made, beginning February 11, 1879, was but 37, and the aggregate amount reclaimed by them but \$19,380.45.

The Territory of Utah has developed an overproportion of these violations of the law, and combinations have been apparently sometimes made between postmasters to cover one another and thwart the inspectors. In one instance the correspondence has been secured by which the scheme was sought to be carried forward, and significant and interesting inferences of the extent and character of such confederacies are furnished by it.

The value of the action taken by the last Congress to prosecute these inquiries is thoroughly approved by the results obtained already, and its progress during the year can not but yield further confirmation.

Postmasters' Accounts and Returns.—The experience of the Department and the Auditor in dealing with postmasters' accounts, and the revision of the regulations for new publication, directed attention to the irrational and cumbersome methods in which these accounts have been kept and returns made, and to the lack of proper forms and instructions. Account books have been heretofore supplied only to postmasters of the first and second classes, leaving the great body of the postmasters to provide themselves with everything but the blanks for quarterly returns. All postmasters were required to keep general

or ledger accounts with the United States, in which certain items were to be entered. They were required also to keep separate books in which should be entered a record of all stamps and stamped paper, of all postal books, blanks, or other property, of all box rents, and of all other rents, emoluments, and moneys received by them in any way. They were required to make quarterly return of their "accounts-current" as one thing, and quarterly statements of their "general postal accounts" as another; and were enjoined to "particular care" not to include in the quarterly "statement" any items entered in the quarterly "accounts-current," but to enter in the "general postal account" all the items pertaining to it, and all payments on account of the quarter for which it was rendered.

From these twofold exhibits from each of the 55,000 post-offices, after their careful examination and correction, the Auditor has been required to settle quarterly their accounts. It is obvious that such a system must operate almost inextricable confusion, error, and delay. Even if the regulations clearly defined what things were to be kept and reported in one and what in the other of the accounts, it would be an unpromising requirement to make upon the ability as accountants of thousands of the postmasters, left to provide themselves with books and to their own resources for the means to keep them. But the regulations came far short of furnishing such clear instruction. They were, indeed, so confusing and contradictory, that it requires a clear and practiced mind to determine their meaning, and at best not without much risk of mistake. It necessarily resulted that a large share of the postmasters' accounts required to be practically made up by the Auditor, from such returns as they furnished and such information as subsequent correspondence secured. No further explanation is needed for the painful delays in the adjustment of postmasters' balances and their protracted waiting upon the United States for settlement. No office could cope with such a system so as to evolve clarity of understanding, certainty of result, and prompt adjustment from the vast number of accounts necessarily so crude and unsatisfactory. The duties of that office have obviously been excessively and unnecessarily onerous and complicated, and, in its best possible condition, these duties are sufficiently heavy.

The singular condition of the regulations and system of accounts described appears to have gradually been evolved from modes which in their origin were well adapted to the exigencies arising from the condition of the laws and the methods of the service at the time, but which lost their applicability by the passage of subsequent statutes or the adoption of other courses of service, productive of results to which the old system was inapplicable; and instead of the provision of new and appropriate forms of accounting, the old were unnaturally forced, with the aid of patch-work amendment, to the functions of the changed circumstances. A review of the regulations from an early period discloses this apparent explanation of the methods recently existing.

It seemed too manifest to admit of hesitation in an attempt to relieve the evils, that in the present usages of the service under existing laws every postmaster should keep (besides his inventory of public property other than stamps, stamped paper, and moneys) one account in which he should make prompt entries of his transactions, in simple form, and should return, quarterly, a statement of it, giving a summary of the quarter's business transactions under each appropriate head, and disclosing the correct balance to be deposited by or credited to him; and that it is the Department's duty to provide him the proper books in which to keep accounts and forms on which to make returns.

Accordingly, after much labor and ingenuity on the part of the Auditor, and numerous consultations, a plan of account for each month of the quarter was devised in such apt and convenient form that upon a single page every required daily entry can be accurately set down, and all the entries of the month consolidated, and the balance struck and carried forward. And another form for a quarterly return, equally ingenious and suitable, was provided. These, together with minute instructions for their use, and with a form for inventory, to be taken annually or whenever a change of postmaster occurs, were united in a book in such manner that the daily and monthly accounts and quarterly return require but six pages for a quarter-year, and yet provide for every entry requisite for the business of an office of the third or fourth classes. By official regulation under the statute these forms were substituted, with instructions for their use, in the place of the forms and regulations then in force; and the Department has caused to be printed and supplied to every third and fourth class postmaster one of these books, arranged to provide for accounts for a period of five years.

There were also issued, in time for making returns for the first quarter of the current fiscal year, the new blank forms for duplicate quarterly returns, and they have been made accordingly. The Auditor advises me that the results are satisfactory and of his expectation soon to be able to adjust each postmaster's account, if promptly rendered, in time to report to him his correct balance before the date required for the succeeding quarterly return. It is also anticipated that much relief will be enjoyed in the rendition of that part of the duties of his office which relate to and depend upon the returns of postmasters.

The beneficial advantage of correct, simple, and orderly accounting, easy to understand and to keep, for so vast and many-handed a business as that of the postal service, is incalculable. It can not but operate to repress dishonesty as well as to diminish error, and must yield pecuniary gains, by both means, of no inconsiderable amount. Irrespective of its advantages to the Department, it was obligatory, in fair dealing on the part of the Government towards its postmasters, to render them this assistance in their affairs.

The provision of the books and blanks required an outlay of about \$40,000 from the appropriation for printing, and, as this was unexpected, some further appropriation will be needed to carry through the current year the departmental demands upon the Government Printing Office.

Claims of Postmasters for losses "of money-order funds, postage stamps, stamped envelopes, newspaper wrappers, and postal cards," resulting from burglary, fire, or other unavoidable casualty, and of money-order funds lost or stolen while in transit by mail, as adjudicated by the Department, are shown by the report of the Assistant Attorney-General. It exhibits the action in each case, with the reason therefor, as required by the statute. Several claims not within the provisions of the act of 1882 were considered and allowed under special acts of the last Congress for the relief of the claimants respectively named therein.

The number of claims considered during the year was 607, of which 471 were allowed in whole or in part, and 136 wholly disallowed. The amount of claims presented in which final action was taken was \$51,814.42, and the amount allowed was \$40,600.55—\$10,996.21 for money-order funds, and \$29,604.34 for stamps and stamped paper. This total exceeds the like aggregate of last year by \$12,213.34; in part owing to considerable allowances in pursuance of special acts. Of the money-order funds, for which credit was allowed, \$75.96 were lost by fire, \$30.18 by storm, \$6,128.15 by burglary, and \$4,761.92 in transit. Of the stamps and stamped paper the losses covered by allowed credits were \$8,651.89 by fire, \$20,741.83 by burglary, and \$200.62 by storm or flood. Of the amounts embraced in claims allowed in part, \$3,076.52 were disallowed.

The wholly disallowed claims were, for money-order funds, \$5,448.36; the alleged losses being, by fire, \$249; by burglary, \$1,304.31; in transit, \$3,872; by larceny, \$23.05; for stamps and stamped paper, \$8,137.34, of which \$702.01 were claimed to be lost by fire, \$1,650.64 by burglary, \$35 by larceny, and \$301.33 for postal funds for which credits are not authorized under the act.

The reasons for denial of the 136 claims are summarized in the report thus: In 51 the losses were attributable to the postmaster's neglect; 13 were not presented within the limited time; 8 were not satisfactorily proven; 9 were abandoned or dismissed upon recovery of the property lost; and in 27 cases of lost remittances there had been failure to comply with the regulations.

In 103 cases safes were opened by burglars and the property abstracted. The large losses each year from burglary indicate some need of more effective efforts for prevention. Post-offices, particularly of the fourth class, are peculiarly exposed to the depredations of the burglar. They are frequently in buildings somewhat isolated or into which entrance can easily be forced. The statute forbids the postmas-

er to deposit his postal or money-order funds in any except national banks. He must keep on hand a supply of stamps and stamped paper of considerable value. He usually deems his post-office the proper place of custody, and in many cases provides such a safe as his means will permit. Experience proves that but few ordinary safes are an obstacle to the skilled burglar. The largest losses adjusted under the act of 1882 are those in which the postmasters had relied upon the security of their safes.

The postmaster can be allowed no reimbursement for expenses incurred in efforts for apprehension, and the burglars are usually at a safe distance before a post-office inspector can reach the ground. Arrest and conviction but seldom follow, when the depredation is committed by the roving professional. It is worthy of consideration whether a moderate standing reward might not profitably be provided by law to be paid for the apprehension of such offenders, with evidence which shall secure their conviction.

Among the claims allowed pursuant to special acts, the sum of \$409.12 for postal funds lost by burglary was included. In the tables appended are included claims equally meritorious for \$802 of lost postal funds, which were denied because the general act does not authorize their allowance. The last Congress so far departed from this policy, which leaves the burden of losses of postal funds upon the postmaster, as to pass several special acts directing allowance of claims, aggregating about \$5,000 for such losses. Congress will doubtless be called upon to consider many similar claims where postal funds have been lost by casualty without fault of the postmasters. In hundreds of claims heretofore adjusted losses of postal funds were proven. It is probable that the investigation of these claims can be more satisfactorily pursued by the Department, and that the same reasons which induced the act of 1882 suggest that the Department should be charged with the authority and duty of adjudicating claims for lost postal funds also, if the Congress purposes to so alter the past policy of the law as to place such consequences upon the Government.

THE TRANSPORTATION OF THE MAILS.

The large area of our country and the equality of privileges enjoyed in all parts of it, with the corresponding diffusion of all the advantages, accompanied by all the demands of high civilization, have caused the gradual augmentation of our system of mail transportation to its present immensity and continually press its greater extension. The most trustworthy statistics at command show that all the residue of the globe possesses no more miles of railroads employed in mail carriage than the United States alone, and that no other one nation maintains one-quarter the amount of other methods of mail transportation. Yet, year by year these services increase in extent, and, necessarily, in cost.

The general observation is to be made that, so great and continuous has been the construction of railroads, usurping the entire field of transportation and permeating so minutely the settled territory, the use of steam-boats has diminished and the star service is changing in character, many long routes being abandoned and numerous short routes substituted. The star and steam-boat service is much more within the discretionary government of the Department than the railroad carriage, and the advantage of this will be apparent on examining the gains accomplished in the reduction of cost, while at the same time more extensive and more efficient service has been secured. The heavy additions to the annual expenditure are due to the item of railroad transportation, the cost of which is fixed by law and little governable by the Department.

On the 1st day of July, 1886, the total annual rate of cost of the entire transportation service under the care of the Second Assistant Postmaster-General—which embraces all but the foreign mails—stood at \$29,073,328.56. The actual cost for the year was less, the expenditure already made being \$28,031,105.62, besides estimated unpaid liabilities of about \$252,000 for railroad service as yet in process of adjustment. So far as already paid, the expenditures, as contrasted with the rate of cost at which the year begun and also the annual rate of cost on the first day of the current fiscal year, in the several items of this service are shown by the following table:

	Rate, July 1, 1886.	Expended during year.	Rate, July 1, 1887.
Railroad transportation, weight pay	\$15,924,863.00	\$14,707,281.94	\$16,775,938.00
Special facilities.....	251,726.00	285,372.81	295,987.53
Post-office cars	1,816,321.00	1,713,391.92	1,881,580.00
Postal clerks.....	4,516,824.00	4,693,381.91	4,827,466.00
Star-route transportation	5,091,225.28	5,119,640.30	5,040,790.97
Steamboat transportation	405,945.68	421,370.24	441,125.72
Mail-messenger service	831,223.00	825,338.17	826,619.61
Mail equipments (locks, keys, bags, and catchers) ...	235,198.60	265,320.33	*265,320.33
Total.....	29,073,328.56	28,031,105.62	30,354,828.16

* In the item of mail equipment no fixed rate of expenditure is established, as in the other branches; the amount of last year's expenditure is given instead.

In Railroad Transportation there was an additional employment of 7,016 miles of newly built roads, lying in the following States to the number of miles respectively stated: Kansas, 1,393.06; Nebraska, 754.66; Texas, 603.68; Illinois, 576.48; Minnesota, 417.75; Iowa, 335.35; Florida, 271; Oregon, 268.33; and in the Territory of Dakota, 449.13; the increased cost of which, not yet entirely adjusted, is estimated to be \$304,166.40. In making these additions to the service, however, the same principle has been applied which governs the adjustment of the statute rates above the daily weight of 200 pounds, and instead of paying the maximum price of \$42.75 per mile allowed for that full weight, the rates have been graduated according to the daily average weight. This has operated favorably to the public, because employment of new railroads has been often hitherto delayed when the amount of mail was so much less than 200 pounds as not to justify the

payment of the full rate, and favorably also to the roads, which increase their public value and hasten the growth of their business by carrying the mails; and although the rates bear somewhat disproportionately to the burdens when the weights are small, it is still much to their advantage to carry the mails at the price fixed by law rather than to await the growth of larger business. The economical effect of this course is shown by the lessening in the average cost per mile between the past and the preceding year, although there have been greater additions to the service. The following table, furnished by the Second Assistant, shows the changes since 1872 in this service:

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 1887, inclusive.

Year.	Total length of routes.	Annual increase in length of routes.	Annual increase in length of routes.	Annual rate of cost for weight.	Annual increase in rate of cost for weight.	Annual increase in rate of cost for weight.	Annual decrease in rate of cost for weight.	Annual decrease in rate of cost for weight.	Annual average rate of cost per mile for weight.
	<i>Miles.</i>	<i>Miles.</i>	<i>P. ct.</i>			<i>P. ct.</i>		<i>P. ct.</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	76,083	2,349	3.40	9,216,518	103,328	1.13			131.50
1876	73,548	2,265	3.23	9,543,134	\$26,616	3.54			131.90
1877	74,540	2,198	3.03	9,653,936			\$489,198	-5.12	121.45
1878	77,120	2,574	3.45	9,566,595	512,659	5.68			124.01
1879	79,991	2,871	3.72	9,567,599	1995	0.01			119.60
1880	85,320	5,329	6.66	9,237,945			\$329,645	-3.44	103.27
1881	91,269	6,249	7.32	10,249,261	1,011,316	10.95			111.92
1882	100,263	8,994	9.82	11,297,333	1,048,072	10.23			112.34
1883	110,204	9,645	9.59	12,258,799	991,466	8.78			111.50
1884	117,169	6,952	6.30	13,273,606	984,807	8.01			113.29
1885	121,032	3,872	3.30	14,758,495	1,454,889	11.19			121.95
1886	123,432	2,901	2.39	15,520,191	761,696	5.16			125.23
1887	120,949	7,016	5.66	16,174,691	654,500	4.22			123.52

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

† Caused by 5 per cent. reduction under act of June 17, 1873.

‡ 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.

Year.	Annual rate of cost for R. P. O. cars.*	Annual increase in rate of cost for R. P. O. cars.	Annual increase in rate of cost for R. P. O. cars.	Annual decrease in rate of cost for R. P. O. cars.	Annual 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.
			<i>Per cent.</i>		<i>Per cent.</i>		
1873						\$7,257,196	\$114.36
1874						9,113,190	134.54
1875						9,216,518	131.50
1876						9,543,134	131.90
1877						9,653,936	121.45
1878						9,566,595	124.01
1879						9,567,599	119.60
1880	\$1,261,041.00					10,498,966	123.05
1881	1,394,107.06	\$103,066	8.17			11,613,364	126.82
1882	1,455,851.00	91,744	6.73			12,753,181	126.81
1883	1,509,061.00	143,150	9.83			13,887,800	126.01
1884	1,738,997.00	139,096	8.76			15,012,603	128.13
1885	1,802,488.00	130,491	7.50			16,627,983	137.38
1886	1,816,321.00				\$53,167	17,336,512	139.88
1887	1,881,580.00	65,259	3.59			18,056,272	137.88

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

The regular quadrennial weighing took place in March last in the third section, comprising the States of Illinois, Iowa, Wisconsin, Minnesota, and Missouri, and showed the enormous enlargement of the service by the remarkable increase of 16.03 per cent. in the aggregate over the weights at which their payments stood adjusted; adding to the annual rate of compensation to the roads in that section the gross sum of \$601,247. The expectation, derived from the weighings in the middle section last year, was of an increase of about 12 per cent., but sufficient allowance had not been made for the rapid expansion of business, testifying to the prosperity of the western section.

The considerable increase in the amount of new service caused unavoidable delay in the adjustments of the compensation and disappointed the desire of the Department for prompt settlement at the end of the year, according to recent usage, so that at the time of the Auditor's report 4,195 miles awaited disposition. The arrearage is not, however, at all disproportionate, in view of the amount of new service, to that of any recent years, as the Second Assistant shows by his table, and will be removed so soon as the information necessary to adjustment is obtained.

The prospect for the current and the coming year is of large additions to the railroad service, doubtless an average of 6,000 miles in each. Already, up to the 21st of October, new service has been ordered on 2,555 miles since the beginning of July.

The fast-mail service gained an important addition by the facilitation effected between Pittsburgh, Saint Louis, and Kansas City, and most of the Southwest territory. Arrangement was made for a special mail train from Pittsburgh to Saint Louis, and another thence to Kansas City, whereby the Eastern mail is delivered at the latter place in the forenoon instead of at night, as theretofore, and in time, by the considerate accommodation of the outgoing roads in deferring somewhat their morning hours of departure from Kansas City, to effect immediate connections for the great Southwest and California; resulting in the gain of a day to the business interests of that section and their Eastern correspondents. The General Superintendent of the Railway Mail Service gives in his report an interesting table showing the advantages so secured in detail. Copies of the contracts made are appended.

The appropriation for special facilities on certain roads mentioned in the last report was expended according to the estimate; chiefly upon the Atlantic Coast Line. The General Superintendent and Second Assistant recommend the continuance of this appropriation. I think it ought to be conditioned on the time being so shortened on the southward trip as to put the mail train in Tampa, Fla., at least as early as 3 o'clock in the afternoon, so that the mail steamer may reach Havana by sunset of the following day; with corresponding facilitation on the northward run. The time seems fairly arrived to insist upon this speed, and the growing importance of the Cuban mail demands it.

The Steam-boat Service requires a brief notice only. In previous reports the considerable changes made in the interest of economy have been discussed. The resulting advantage is sharply presented in the fact that the addition last year of the fine service between Tampa and Havana, at a charge of \$54,000 and an increase in the routes elsewhere, were accomplished with a net decrease in cost, as compared with the year before, of \$13,229 82. Wherever it can be made useful, the Department seeks the aid of this mode of carriage; but the fact can not be but apparent that on few inland routes, comparatively, can it now compete with more expeditious means resulting from the extension of railroads and the use of short auxiliary star routes for distribution.

The Star Route Transportation merited, and has received, a rigid and judicious scrutiny, resulting in many changes productive of more efficiency and marked reduction of cost. The sound principle that the mail accommodations should fairly meet all justifiable demands and reasonable wants has been faithfully observed; but excessive and unnecessary charges have been curtailed, routes remodeled to provide as good and often better service at less cost, and in some instances, where no adequate results followed, given up altogether, and new contracts have been obtained at the annual lettings for better prices.

In March, 1885, the annual rate of cost of this service stood at \$5,430,993; and contracts had been during the preceding winter awarded to begin on the 1st day of July, 1885, which added to that rate of cost \$238,856; leaving the service to stand, if unchanged at the latter date, at the annual rate of \$5,669,849. On the 30th day of September, 1887, this rate stood at \$5,020,498.71; and it is believed the facilities afforded are superior in usefulness. This conclusion is obvious from the comparison of the number of routes, mileage of service, and rate of cost per mile. On the 30th of June, 1885, the number of routes stood at 12,371, aggregating 232,222 miles in length, and requiring annual travel of 83,027,321 miles, at the cost of 6.52 cents per mile. On the first day of the current fiscal year the routes numbered 14,368, an increase of 1,997; their total length was 236,896 miles, an addition of 4,674; their aggregate annual mileage of travel was 85,133,077, being 2,105,756 miles of greater service; and the rate of cost was 5.921 cents per mile, a gain roundly of 6 mills to the mile of travel in decreased cost.

Notwithstanding, therefore, the considerable increase of the service necessary to the rising demands of the country, the actual decrease in the expenditure between last year and the year ending June 30, 1885, was \$283,609.70; and the reduction on the cost of the fiscal year 1886 is more, because of the considerable increase of expenditure put upon that year by the contracts previously made, as already mentioned, and the necessarily gradual process of change (as inspection and study disclosed the means of improvement) operative of reduction in cost for but a portion of the year. To a less extent in total changes, but in pursu-

ance of the same policy, the transactions of the past year have contributed to diminish the rate of cost and enhance the value of the service, and their full result does not appear in the decrease of expenditure of the year, but will be even more operative on the current year.

The following brief table contrasts the condition and cost of the star service last year with the average of the seven years 1879-1885 inclusive:

Average years.	Miles traveled.	Annual cost.	Rate per mile.
1879-1885	77,705,236	\$5,925,537.00	7.67
1887	84,259,284	5,119,649.30	6.05
	*6,554,048	†805,887.70	‡1.62

* Miles gained. † Saved. ‡ Decrease.

The Mail-Messenger Service, being the transportation which the Department must provide between distant railway stations, steam-boat landings, and post-offices, has been carefully reviewed and some improvements secured. The rate of cost at the close of the last year was \$829,548.61, and there had been an increase of 163 routes over the previous year and a decrease of \$5,311.39 in the annual rate. The expenditure in total was \$825,338.17, being \$40,801.53 less than the cost in the year ending June 30, 1885. A balance of \$74,661.83 of the appropriation remains unexpended.

Fines and Deductions imposed on contractors and others in the service for failures and delinquencies and remissions thereof upon explanation or excuse were as follows:

On whom imposed.	Fines and deductions.	Remissions.	Net fines and deductions.
Railroad companies	\$208,725.01	\$81,373.46	\$147,351.55
Star-route contractors	54,191.79	11,668.11	42,523.68
Steam-boat companies	26,700.49	2,752.04	24,038.45
Mail messengers	2,324.59	.....	2,324.59
Postal clerks	3,760.73	99.57	3,661.16
Total	295,795.61	75,893.18	219,902.43

Complaints for failure or delinquency in the carriage of the mails have been less frequent than formerly, indicating a more satisfactory performance of the service.

The Railway Mail Service, its extent, increase, changes, operations, and conditions, are presented in the report of the General Superintendent, from which and accompanying exhibits it appears that at the close of the fiscal year there were 913 lines of railway post-offices, an increase of 42, extending over 116,609.12 miles of railroad, an increase of 5,936.82; the clerks in the service numbered 4,851, an increase of 278; the total daily distance run by clerks was 130,958.53 miles, an increase of 7,213.38. The entire miles of service performed by clerks in

crews was 107,067,643, a gain of 6,143,733 over the preceding year. These clerks handled 5,834,690,875 pieces of ordinary mail matter; 505,169,400 more than in the previous year.

The statistics of case examinations and errors continue to show favorably the improving efficiency and discipline of the service and the correction of abuses therein. The record of probationers receiving permanent appointment is higher than for several years past, as shown by the following averages:

Year ended June 30—

	Per cent.
1882	80.49
1883	80.37
1884	81.41
1885	83.11
1886	82.68
1887	85.34

Unhappily the casualties to clerks in their perilous service were more numerous and distressing. Five were killed by accidents while on duty, 45 were seriously and 72 slightly injured. Fifty were disabled to such extent that their places were filled for a time by acting clerks at the Department's cost. In this connection I again urge the suggestions in my report for 1885, that some provision be made for these servants of the Government who are seriously maimed or permanently disabled in a service which puts them to such risks of life and limb. If the promise were hopeful, the argument might be well enlarged upon. The man who shall bring this deserving subject so effectively to the favor of Congress as to secure the enactment of suitable legislation will earn for his benevolence and service the grateful homage of a faithful body of public servants and a monument in the hearts of all right-feeling people.

The report of the General Superintendent, to be found in the appendices, merits a careful attention, and its details will suggest many interesting deductions. It will be much to the public advantage if his recommendations for provision of a chief clerk for that service and fairer rates of pay for the examining clerks and assistants to the division superintendents, as well as for the addition of two division superintendents, shall meet with favor. No one can look with care to the present immensity of this system without yielding the ready assent of his judgment to the expediency of these changes.

The qualifications of postal clerks, their selection for appointment, and tenure of office are subjects of too great importance to be passed without some expression of the opinions which anxious care and study of the railway mail service during two years and a half have begotten. The public interests involved in this service are tremendous, and their security is now based on a too uncertain foundation. Viewed entirely from the standpoint of the common interest of all our people, requiring the instant, unflagging, accurate, and faithfully honest handling of

many thousand million pieces of mail annually, which are not only the missives of friendship, but the messengers of finance, trade, and profitable intercourse of unspeakable value, it seems impossible to question the enormous gain in efficiency of performance, and in security for the unflinching continuance of efficient performance, which will result from previous education and a rigorous examination of the men to be charged with these duties, their judicious selection, and assurance of a tenure during good behavior. This statement is made notwithstanding the fact that the railway mail service is to-day in superior condition, I am thoroughly assured, to that of any previous period. No immediate exigency presses. The present is easy and safe, nor is there cause for serious apprehension in anything within near view. But, though all this be, the perils of the future are too obvious and too immense to be disregarded, and they may be the better avoided by calm prevision than risked to sudden encounter in realization.

The postal clerks constitute a body different in many particulars from any other force of the Department. Postmasters, post-office clerks, and letter-carriers serve chiefly the particular localities in which they live, and if disorder anywhere arises from their incompetency or misconduct its effects will be, with slight qualifications, local and easily remediable. And already the provisions of law applicable to the greater offices are devised to prevent the appointment of incompetents, or derangement by sudden extensive changes. Mail carriers, other than railroads, are bound by well-secured contracts to the execution of their duties; and these are also measurably local, and their failure would be harmful to but a limited extent and only in isolated instances, since there is no general interweaving of their functions. Railroad transportation is differently situated, and merits an especial and separate consideration, to which attention will be invited.

But the postal clerks compose a connected and interdependent body, which operates over a wide area, handles the most important mails, and requires constant and efficient co-operation in all its parts. The failure in duty of any one clerk affects more than a single locality, and, with exception only of branch lines, the failure of performance on a single line will operate injury to many others. If serious interruption in the functions of any of the numerous trunk lines were to happen, immediate and general derangement of the service in many States, and of incalculable injury, would inevitably result. It is not difficult to imagine such an interruption of the course of business through an unlawful confederacy of clerks—which has been already once deliberately attempted—as would inflict injuries upon business interests liable to result in general disaster; and such is the present state of the law that no statute would perhaps be thereby violated, unless that aimed against conspiracy. Such an event is doubtless not very likely to occur, nor the grosser disorders imaginable to be regarded as menacing evils. It is enough, however, that they are possible, and, more particularly, that much individual lack

and resulting impairment of general efficiency must follow unsatisfactory methods, to command the attentive care of the thoughtful to seek and find that system of best promise to prevent all possible risks of injury, when every disorder may inflict extended harm.

Postal clerks must, in the beginning, possess native qualities of body and mind adapted to their duties. They must be of sound physical constitution, strong and enduring of continued labor, with a quick and yet retentive mind to keep fresh for instant call the mass of irrelative facts they are charged to memorize for ready use, and quick also in physical response of eye and limb to the requirements of rapid thought. They must be of patient temper and kindly dispositions to perform effectively in crowded collaboration their tiresome and sometimes vexatious tasks. Especially must firmly-rooted honesty, incapable of weakness in any temptation, rule their minds, in order to justify their trust with the numerous packets of value daily passing through their hands. Super-added to such natural gifts and fixed habits of character, there must be long and patient study and training in the service, varying, of course, from the possible acquirements of a few months on the least important to years on the heaviest lines. And notwithstanding the schemes for their various work are so devised that all mutually contribute to the most rapid dispatch of mail matter to destination, their duties on different connecting lines, even, require such differences in memorizing and distributing that an expert clerk can not shift from one to good performance on another without additional protracted study and preparation.

Nor is the pay of these clerks such as either to command its seeking by the most ambitious and well equipped, or to maintain a strong hold upon them who have become expert in the knowledge and skill of the postal car, unless security of tenure shall follow good behavior.

So signally helpful to the public service is a well-trained, well-disposed, faithful, honest, and patriotic postal clerk, who is devoted to his duty, and content to confine himself to its excellent performance as his best recommendation, eschewing foreign contentions which excite needless animosity and invite attack, that no superior who sustains the care of the service fails to recognize the injury to the public interests of his loss. It is undeniably true that equally as good may elsewhere be found, and in time a practiced and competent successor may stand in his stead. But it is not enough for the particular exigency that humanity betters with time, and the present and future hold as suitable for every vocation as the past. Time is of the essence of excellence in the mail service, and immediate provision for a loss is its imperative demand, rendering the needless loss of a valuable, well-governed employé in such a place a breach of public duty. The private wrong may be also great, especially when many years have been given to faithful service of the Government for a rate of pay which offers no possibility of much saving, and natural disqualification for other avocations can not but have resulted.

Nor is there any necessity, in any interest, justly measured, for the disturbance of valuable clerks in this service. Its demands for new appointments, resulting from the application of proper discipline, the changes which wise exceptions on the general doctrine—unnecessary to now discuss—continually require, and the constant increase of numbers by expansion, not only afford sufficient opportunities for entrance on it, but already tax the appointing power in many cases to provide the best material. The statistics of appointment during the history of the service approve this conclusion.

To secure fairly-taught and suitable eligibles for original appointment it would appear a practicable course to provide the Department with means for an annual or semi-annual examination in each of the States and Territories, under proper regulations. Information of the general subjects to which examinations would be directed, the ordinary duties of postal clerks, and, as well, of the qualities of person and character requisite, might be readily furnished to all intending candidates to guide their preparatory work. Germany has wisely provided a school for instruction of persons in her postal service in which a regular course of lectures is established. In the absence of such aids, the proper preparatory course of study may be pointed out and profitably pursued by applicants and their proficiency be measured by examination, without fear of the abuse of mere superficial preparation. The scholastic requirements are simple and easily attainable. Careful scrutiny of the personal characteristics, physical, mental, and moral, is of even superior necessity.

The utility of some well-advised system of distinguishing the fit among the many seekers for such places is approved by all the experience of the service. All appointments have been habitually made for a probationary period of six months. Yet for years, indeed always, the proportion of failures has been very great—approximating one-fourth of all nominated. These unfit appointments result in futile efforts to make competent clerks, the loss of the money paid for their salaries, the embarrassment of the service by their valueless presence hindering for so long the employment of satisfactory men, and the humiliation of the unsuccessful. It seems too obvious for argument that the discrimination may far better precede appointment so far as possible, and that the mere pecuniary cost of it will thus be less.

The Department will be much aided in another way. Its postal-car lines extend over 117,000 miles of railroad. The clerks ought, generally, for apparent reasons, to come from the region traversed, and should be fairly distributed along the respective lines. Thus it is of frequent occurrence that an appointment is urgently required from a community of which no convenient information to guide the choice is at hand, and injurious delay is sustained, which a list of examined candidates would at once relieve.

The tenure of valuable clerks during good behavior is sufficiently secured by such a method of selecting appointees—by no means its least commendation—without impairment of the perfect disciplinary government of the entire body. It is probably enough for this object that every candidate must pass the periodical scrutiny, abide its effect, and wait the proper vacancy for his nomination. Additional benefit will be gained by well-considered legislation providing proper penal effects for acts done individually or in concert which might imperil the utility or security of the service.

When the vast extent over which the central office must extend its care, the great number (already near 5,000) of its postal clerks, the personal qualities and training indispensable, the large proportion of probationary failures, with consequent embarrassments, and especially the vast interests depending in more or less jeopardy upon the highest-strung perfection of this service, are fully understood, the urgency of adequate means to aid its choice of men, the unwisdom of leaving it in such comparative helplessness that near one-quarter its appointments fail, wear a clarity of color not to be hid by any opposing interest. The public exigency is supreme, and obvious.

The postal service is prominent among the agencies which the common Government can better wield for the common good than any private or corporate hands. Yet its efficiency demands so vast a body of public servants, responsive to the will of the central authority, that no branch is more within the just apprehension of lodging excessive power in the Federal Government. No principle has been more aptly and vigorously invoked to limit the extension of the Department's powers, especially to withhold control over the kindred function adjoined to it by so many civilized countries, the management of correspondence by the electric wire. Yet no counteracting force can more effectively modify the danger and deliver the agency of Government from the chains of that wise fear to a greater public usefulness than such a course of appointment and such a tenure in appointees as will render them dependent only on excellence in public service and fidelity to the common interest, while they remain in and subject to the influences of different localities to which they belong and their service is immediately directed. Discrimination in original selection diminishes the risks of incurring the censure of sound discipline; and amenability to no other criticism for continuance in duty enfranchises the officer in great degree from the perilous subserviency.

It may some time be required of this Department to undertake control of the most advanced and rapid modes of correspondence of modern device. I purpose no discussion of the subject, which has already attracted and must continue to enlist the general attention of the Congress to such an extent that discussion here could be of little additional value. It involves protracted argument upon not only the question of general expediency, but of the proper means of dealing justly with pres-

ent conditions. Yet, if it shall happen that the difficulties yield to patient consideration, and the demands of the country for the best auxiliaries to its business facilities, it will be of supreme importance to the end to make wise provisions for a safe and satisfactory establishment of the requisite force of employes without dangerous increase of Federal power, and steps for improvement in the establishment of the postal service must be a beneficial beginning.

The present status (October 31, 1887) of the force is shown, so far as figures may show it, by the following recapitulation of changes during the time of my service in this office:

The whole number of clerks March 7, 1885, was	4,356
To which have been subsequently added	495
<hr/>	
Making a total October 31, 1887.....	4,851
 Of the clerks in service at the first date named—	
The number remaining is.....	2,271
The number gone is	2,085
Appointments to new places.....	495
<hr/>	
Making the present number of my appointment.....	2,580
<hr/>	
Total	4,851

To effect these changes, irrespectively of the 495 added clerks, it has been necessary to make appointments to the number of 3,138.

For vacancies occurring as follows:

By resignation	1,309
By removals:	
For partisanship.....	383
For disciplinary causes	805
<hr/>	
By death	84
By expiration of probationary appointments recommended by division superintendents to be dropped.....	405
By expiration of probationary appointments made recently before March 7, 1885.....	152
<hr/>	
	3,138
Add new appointments.....	495
<hr/>	
Total number of appointments	3,633

Of the resignations, some were in anticipation of failure on probationary examinations, and some because unfitness had been disclosed by the regular examinations of clerks not on probation. On the 31st day of March, 1885, notice was given through the Daily Bulletin that—

Railway postal clerks who have become efficient and valuable men, against whom no just complaint of neglect, inattention, or want of fidelity, honesty, or efficiency can be brought, and who have not turned their attention to political labors during their service, need have no fear of being disturbed so long as they continue to render meritorious and faithful service.

Experience has strengthened the conviction of its expediency as a rule of service, and it has been faithfully observed. There may yet remain, doubtless, some within its exceptions, the facts concerning whom have not been known.

Employment of Railway Carriers.—The unsatisfactory state of the law, as it now stands, for the employment and compensation of railroads for the transportation of the mails requires no fresh demonstration. It has long been a topic of annual representation, and the Congress has attempted more than once to find a solution for the difficulties in which it is involved. An inquiry was made by a committee of the Senate in 1874, resulting in a report of value, but not in legislation. By the act of July 12, 1876, a commission of three persons was provided for, “to examine into the subject of transportation of the mails by railroad companies, and report to Congress at the commencement of its [then] next session such rules and regulations for such transportation and rates of compensation therefor as shall, in their opinion, be just and expedient, and enable the Department to fulfill the required and necessary service for the public.” Failing to finish its work by the date limited, the commission was further authorized by the act of March 3, 1877, to continue and complete the service required of them. This commission made an extended inquiry and collected information of value. Failing to agree in conclusions, majority and minority reports were submitted in 1878, and subsequently attempt was made to attain a determination by enactment, but the bill failed of passage, and no valuable result was secured.

The inquiry was renewed by a commission of officers of the Department in 1883, and a project for a law submitted, which also failed of adoption. In 1885 the Second Assistant Postmaster-General was directed by me to renew the pursuit of some basis for satisfactory legislation, and after much study made many excellent suggestions, his conclusions being shown in the report of last year. This was accompanied with the draught of a proposed enactment, upon which no action was taken.

Thus, many apparently promising efforts have ended fruitlessly, and the evils which have been so long recognized remain not only unrelieved, but intensified by the accumulation of many additional miles of routes and a vast increase in the volume of the mails transported.

The difficulties of solving this problem do not diminish with lapse of time; they steadily increase. The peril to the public is not lessened, but augments yearly. There must be legislation adapted to the conditions of the time, or this wretched system, with its inequalities, injustice, unnecessary expenditure, irritating complications, and risk of signal disaster, must remain a reproach to the Department until some serious misfortune awakens decisive action.

It is well-nigh a hopeless task, if not an unpardonable assumption, in view of this experience, for one to venture on any suggestion of

amendment. The importance and the perils of the subject must apologize for the attempt.

The thought has arisen, in reviewing the projects which have failed, that their attempts were too radical, sought to reduce all engagements to a single scale, and thus encountered too many and too powerful opposing interests, and that possibly if, instead of striving for immediate reduction of the entire mass to one arbitrary scale, more moderate measures were begun, they may be followed, upon successful experiment, with other cognate and naturally sequent steps without disorder or injury.

The statutory rule of compensation is based on the daily average weights of the mail, to be obtained by ascertaining the entire weight carried by each road during a period of at least thirty successive working days, at intervals not exceeding four years, and computing therefrom the average weight carried daily the whole length of the route. Thereupon is applied the scale to fix an annual contract price for all mails whatever until another weighing. The prices are *not to exceed* for each mile of the railroad route the following sums per annum, as reduced by various acts, for established average daily weights, respectively :

Not over 200 pounds	\$42. 75
Not over 500 pounds	64. 13
Not over 1,000 pounds	85. 50
Not over 1,500 pounds	106. 88
Not over 2,000 pounds	128. 25
Not over 3,500 pounds	149. 63
Not over 5,000 pounds	171. 63
Not over each additional 2,000 pounds	21. 38

This scale of rates is by regulation subdivided so that for each hundred pounds increase in the average daily weight its proportion of the next statutory step is applied.

In return, the railway carrier must provide "sufficient and suitable room, fixtures, and furniture, in a car or apartment properly lighted and warmed for route agents to accompany and distribute the mails"; must convey the mails with due frequency and speed upon all such trains and in such manner as the Postmaster-General prescribes, including the fastest trains on the road; must deliver them into all terminal post-offices, and into all way offices not more than 80 rods distant from the station, and must carry post-office inspectors and special agents, mail bags, blanks, and stationery supplies without further charge.

The operation of this statute in its best application fixes rates of pay not proportioned to the burdens imposed, and of very unequal proportionate compensation, overpaying some roads heavily and underpaying others; and the ascertainment of weights is exposed to much risk of fraud and uncertainty. It is manifest, also, that as the weights on some roads greatly increase from time to time, the rate must be either unfair to the Government in the beginning or unfair to the roads in a

short period, or that frequent weighings must be had in special cases. The latter is especially a vicious course in experienced consequences. Another result, illustrative of the evil, and frequently inflicted on the service under the present system, is that, after weighings have taken place and rates been fixed thereon while the mails were dispatched in large volume over some particular route, by the subsequent action of the companies connections have been broken and the current of dispatch entirely changed, rendering the pay established much out of proportion.

Superadded to the foregoing system, and multiplying its inequalities of operation, the statute further provides additional pay "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 compels all roads not requiring a 40-foot car for the mails to perform nearly the same proportionable car service for the weight pay alone that is required of the roads on which postal cars are operated, and to which this large—how large will presently be shown—additional pay is granted, and which also necessarily receive much more weight pay. This tended to the illegal course heretofore reported on, of allowing certain favored roads additional pay for apartments of less than 40 feet; a practice which occasioned an unlawful expenditure of nearly \$1,000,000, that had risen to an annual charge of \$80,000 when, two years since, it was stopped, and that, if it had been fairly and equally bestowed, would have required nearly or quite a million a year.

The statute is seriously defective in its omission to grant authority to require and compel the service of railroads in mail transportation. So far as the statute goes, it is at the mere option of these common carriers to serve the Government, and it illustrates the defect and evil of it to state that one road, the Old Colony Railroad Company, of Massachusetts, has notified the Department of its refusal to comply with the statute if the Department does so by insisting on the provision of cars necessary to proper mail service; a condition which can only be temporized with until Congress shall have opportunity to consider what measures of legislation may be proper.

The aggregate of effect as between the Government and its railway carriers undoubtedly is, to impose an excessive charge on the Treasury, probably a large annual sum; while in particular instances the recompense is inadequate. Were a just, fair, and reasonable compensation awarded to each carrier, much of the discontent arising from unequal treatment should disappear and a substantial reduction of the total cost result.

Among the committees of inquiry there has been consensus in one opinion, that car space instead of mail weights should be the main ba-

sis of measurement of pay. But this has been so qualified by differences in the proposed modes of application, and in respect to additional compensation for frequency and speed, that little advance toward solution of the problem has been accomplished.

Among the possibly desirable amendments of present methods, there appears to be one step of great advantage to the Government, one preparatory to any more radical change, which may be immediately taken without the least injustice to the roads. I append a table (Appendix D) showing all the lines of railway on which separate postal cars were, on the 30th of June last, run for the additional pay, their respective lengths, number of trips, annual mileage, number of cars in use and in reserve for contingencies, the size of such cars, average weight of mail, annual transportation pay, annual post-office-car pay, and total compensation; and the whole recapitulated in a summary exhibit. Careful inquiry discloses that very many of these cars, such as they are, would not cost to build \$3,000 each, that the best 50-foot cars can be built for \$4,000 to \$4,500 each, a new 60-foot car equal to the most complete and handsome now in the service for not over \$4,600; and that taking together all the post-office cars in the United States their average value does not probably exceed \$3,500; certainly not much more.

Pursuing the inquiry into the cost of cleaning, heating, lighting, supplies of oil, ice, dusters, scrub-brushes, soap, lamp-fixtures, pails, and other minor articles of daily use, embracing all necessary labor, and including ordinary repairs, it appears that \$60 per month for each car in use is an ample provision. The appended table shows that all the post-office cars in the service of the Department number 432; of which but 342 are in ordinary use, and 90 are in reserve on different lines for contingencies. It is within bounds to affirm that all these might be to-day purchased or their duplicates manufactured for \$1,600,000; add for cleaning, etc., as above, at \$720 per year each for 342 in use, \$246,240, the total is reached of but \$1,846,240. Yet simply for the use of these cars for the last year, including cleaning, etc., the Department was under the annual rate of charge by the existing system of \$1,881,580, and the estimate deemed necessary to submit in prudent provision for the coming fiscal year, on the same basis, is \$2,000,000.

Reference to special instances in the annexed table of the longer lines discovers greater disparity than the average. In illustration, \$59,037.75 is annually paid on one line for the use of 4 cars that might be built and fully equipped in the best modern style for less than \$17,500. And this *in addition* to the full weight pay for transportation, amounting in the case mentioned to \$504,573.69.

Instead, then, of appropriating \$2,000,000 to rent the use of these cars for the coming year, why should not the appropriation be of a smaller sum to buy them, and of another, say \$250,000, for their keeping, the two together not aggregating the proposed rent? The Department

will thereafter gain at least \$1,500,000 per year while sustaining the cost of casualties.

This involves no injustice to the railroads. If the change terminated at this point, and each such road should then store, inspect, and transport these cars, as heretofore, for only the weight pay, it would enjoy the advantage of the same rate of compensation given all roads which carry in apartment cars, without the burden of furnishing the use of the cars, or of keeping them.

It cannot be objected that the Department is unable properly to assume the charge of these cars. The Department can easily discharge these functions. It might receive the custody of all the cars in the service, and thenceforward care for them, on a month's notice. With moderate addition to its force, the railway mail office can provide for the manufacture of all necessary. Whatever may be done by any private hands may as well be done by the Department.

Ownership by the Government of its postal cars can not but much relieve the difficulties of the compensation problem. So far as they are concerned, their transportation may be compensated, doubtless, by the payment of a just price per mile for the distance each car is run, upon a scale not difficult to arrive at fairly; to be accompanied with simple provisions for the protection of the mutual rights of the Government and the transporting companies. The advantages and convenience of such a system will find many strengthening arguments which are not now enlarged upon. Provisionally, the continuance of the present rate of payment would be more than just, as has been demonstrated.

The elimination of the lines on which post-office cars are run will much simplify the compensation problem. Payment for transportation in cars, of which but a portion is used for mail service, can probably be adjusted more easily upon the basis of space employed, the favorite remedy of those who have examined this subject. Such cars will necessarily be drawn in the usual passenger trains, and the vexatious complications touching speed and frequency slip out to a great degree.

All fast mail trains, with few exceptions, draw only post-office cars and express cars. In the gradation of compensation for the transportation of these, suitable allowance may be made for special time. It is probable, also, now that so many roads compete for the business which flows on the principal routes, that resort may again be had to the method of soliciting bids for the trunk-line service of the Department.

Such has been the difficulty of arriving at a comprehensive scheme by a single enactment, and so great would necessarily be the embarrassments of undertaking at once to transfer all the mail service to another and entirely different basis, that it may seem the more prudent course to proceed by successive legislative steps and by successive adjustments of the service accordingly, submitting temporarily to a portion of the present evils rather than risk the possible derangements to follow any attempt at general immediate remedy. In this view, little

is to be gained by attempting to forecast too far the precise methods of later changes.

It will be indispensable, at the outset, whatever shall be attempted, to exert the rightful prerogative of Government and impose it as an imperative duty on all railway carriers to accept and transport at the compensation established by law, and according to the statutes and departmental regulations, all mails, mail supplies, postal clerks, and inspectors on duty, with sufficient sanctions to enforce compliance. Unless such legislation be provided, no success upon any plan can be assured. The right to this acquiescence in the purposes of the Government is undeniable. The absence of means to compel acknowledgment by obedience constitutes a menace to the business of the country which ought not to continue.

In 1838 the Parliament of Great Britain enacted a law which it has been unnecessary since to alter, giving to the postmaster-general of the Kingdom power to require any railway company to carry the mails on such a schedule and by such trains as he found necessary to the public service, leaving the question of compensation to be settled by mutual agreement, or, failing that, by arbitration. The latter is rarely resorted to there and is not a satisfactory process. In the United States the Congress has fixed the rates of just compensation by statute, and may continue doubtless to so determine them with justice. In whatever way that be settled, the carrier ought to be without power to deny the use of his transportation, in order to extort more pay or greater advantages than the law has adjudged suitable. His redress of supposed grievances should be sought from the legislature, not through compulsion of his Government.

The Foreign Mail Service has been satisfactorily conducted during the past year. The use of all vessels, whether foreign or domestic, departing from our ports for other countries, has been regularly tendered to the Department and the most favorable opportunities for frequent and rapid transportation afforded by ocean carriers have been availed of. In the transatlantic service, where many vessels of rival lines compete for patronage, the swiftest have been chosen for employment from week to week in accordance with the settled policy of the Department. The service so secured is unequalled by that of any other country; contrasting conspicuously to our advantage with the service inward from Great Britain, which is maintained at greater cost and less efficiency by adherence to the system of contracting with particular lines for annual subsidies. The rates paid by the United States are highly remunerative to the principal companies whose swift ships secure the heaviest mails; probably yielding greater profit, proportioned to space, weight, and expense, than anything transported except jewels and precious metals; if, indeed, they are to be excepted.

The Department is recently in receipt of a petition signed by prominent merchants, importers, and bankers who deal with foreign countries, requesting its good offices to assist in inducing the postal administra-

tions of European Governments which dispatch direct mails to the United States to adopt a similar policy, and send their mails hither by the swiftest vessels departing from their ports, irrespective of the flags under which they sail, and suitable action has been taken to invite consideration of the subject by foreign postal administrations. Upon other routes the carriage has been chiefly in American steamships, at the threefold higher rates of sea and inland postage, although no foreign vessel has hesitated to accept whatever mails were offered for sea postage only.

The entire weight of our foreign mail dispatches by sea was nearly 1,500,000 kilograms, or 3,278,269 pounds, of which 568,728 were of letter mail and 2,709,541 pounds of prints and merchandise samples. Nine-tenths of the letter mail was European-bound, and but about one-tenth for South America, the West Indies, Pacific islands, and the Orient combined; but of the paper and samples mail the latter countries received nearly one-fourth, and the dispatches across the Atlantic were little over three-fourths.

It is interesting to note from the latest compilation of general postal statistics by the International Bureau of the Universal Postal Union that although the United States are surpassed by Germany, by Austria, and by France in the number of letters dispatched to foreign countries—as might be anticipated upon contemplation of the circumstances of those countries on the Continent—yet that in number of newspapers mailed to foreign destinations our country stands far in the lead, amounting in the single year to about 34,750,000 pieces, while France followed next, but much behind, with 23,250,000, and Germany dispatched less than 11,000,000. This superiority doubtless arises in good part from the advantage given by the convention with Canada to our publishers, of sending thither at the pound rates of domestic second-class matter, a privilege extended by the recent treaty with Mexico.

The increase in the gross weight of our ocean mails was about 410,488 pounds; the transatlantic letter mail gaining 10.59 per cent. and the Central and South American 19.21 per cent.; the paper mail in approximate similar ratios. As an indication of increasing trade with the countries of our hemisphere these are acceptable facts. The increase in the sailings from our ports of steamships, bound for the West Indies, Central or South American ports is pleasingly cumulative, having been greater during the last fiscal year than for many previous years, perhaps than for any, the total number of such sailings at the three ports of New York, New Orleans, and San Francisco being reported at 831, as against 712 during the preceding year.

These gains in the volume of mails find expression also in the rising scale of cost for the maintenance of this service, which is reported as follows:

For transatlantic service.....	\$314, 380. 32
For transpacific service (including inward service on certain mails from non-conventional countries).....	38, 465. 49

For West Indian, Mexican, Canadian, Newfoundland, and Central and South American service.....	\$51,416.44
For the postal agencies at Shanghai and Panama.....	2,392.20
For Panama Railway service.....	6,018.74
For foreign closed mails.....	24,773.86
	<hr/>
	437,447.05
Of this sum deduct amount settled for in payment of balances to foreign countries.....	11,028.52
	<hr/>
And there is left chargeable to the appropriation for foreign mail transportation.....	425,818.53
Add the expense charged to the appropriation for payment of balances to foreign countries and for our share of expenses of the International Bureau.....	54,256.86
	<hr/>
Total cost of service.....	480,105.39

The appropriation "for transportation of the foreign mails" was but \$375,000, and the deficiency in that item is, therefore, \$50,818.53. The appropriation to pay balances was \$100,000. It will be observed that the cost of the service to those countries to which American steamships mainly ply approximates one-fourth of the whole, notwithstanding the letter mail to them was but about one-tenth, which was occasioned by the payment of sea and inland postage to vessels of domestic registry.

In the report of last year there was some discussion of the advantage which might be derived from direct mail service with the countries lying on the River Plate, in South America. A petition for the establishment of such service has been recently addressed to the Department by merchants in New York engaged in that trade, inciting the further consideration of that project. This Department has information that the Argentine Republic regards so favorably a direct steamship line with the United States as to have proffered an annual subsidy of \$120,000 in their currency, equivalent to \$100,000 in ours, for the institution of a monthly service between New York and Buenos Ayres. This may eventually induce its establishment, without requiring from the United States the payment of a higher rate for the transportation of their mails than is now authorized by law. It has so far failed, however, while it seems probable that the allowance of a compensation of perhaps \$3,000 or \$4,000 per month by this Government will prove a sufficient additional stimulus to immediately secure this desirable service. Unless properly met, also, the offer may be withdrawn.

I have nothing to add to what has been hitherto submitted on this subject except that I have seen no reason to think such a course may not be pursued in the particular case, if it should meet the approval of the Congress, without crossing the boundary which distinguishes true mail compensation from mere subsidy, a boundary which should be defended with firmness but without the sacrifice of any advantageous postal facility.

A new postal convention with the United Mexican States was negotiated during the year through the honorable Matias Romero, envoy extraor-

dinary and minister plenipotentiary of the Republic, was ratified by the Senate of Mexico, and, having thereafter received your approval, went into operation on the 1st of July last. The provisions of this convention promise, it is believed, results of high value to both Republics. It extends to the citizens of each country the privileges of the mail service of both at the same rates at which they enjoy their own, and admits to the international mails of both all the articles of mail-matter allowed in either, with but a few necessary exceptions. Under this convention articles of merchandise not exceeding 4 pounds in weight may be transmitted, being so packed as to be capable of ready examination, and upon their arrival at destination are rated with the proper customs duties and delivered to the addressee on his payment of them. This dispenses with the usual formal requirements, and attending fees and charges, of invoices, consular certificates, and the like, for entries at foreign ports, and affords a simple and comparatively unrestrained trade in such articles as may be within the limited weight. The number of these is considerable, and the establishment of purchasing agencies in Mexico by our merchants, already begun, will facilitate and extend the trade in such goods. It is hoped that within no long time hence this opportunity may be still further widened by the conclusion of a parcels post arrangement with the Mexican Republic.

The differences in the currency values of the two Republics hinder largely the full enjoyment of the exchanges under this treaty; and, with a view to relieve this inconvenience, negotiations have been begun, looking to the conclusion of a money-order convention, which will enable the transmission of purchasing funds between the countries. The advantage to both countries from such further arrangements are so manifest and considerable in other points of view beside the conveniences of trade alone, as to justify a reasonable expectation of their early establishment.

Parcels Post Contentions have never been hitherto negotiated with other countries, nor have any domestic arrangements of the kind been set on foot. It has been our policy to leave to express companies and other carriers the transportation of all parcels above theailable weight of 4 pounds, and no general demand for any change in this policy has ever arisen, such service by private hands having apparently been hitherto accepted as satisfactory. This, however, has little or no relation to the interchange of small parcels of merchandise with foreign countries. The restrictions of the tariff laws, not only in the duties imposed but still more in the troublesome and expensive requirements attending the passage through the custom-house and the forwarding of articles, have to a great degree prevented the purchase here by persons presiding abroad, or their sending hither, the smaller goods in retail, which within our borders are freely purchased, though long distances intervene between the buyer and seller.

It has seemed probable that this obstruction might be removed with great advantage to our people, especially to our merchants and the ocean carriers, by concluding with the countries of our continent and its contiguous islands arrangements for the use of the mails for such purposes, which would afford entire freedom of transmission of single parcels of moderate weight and size, subject only to the payment on receipt by the addressee of the proper duty, without further charges. It is a reasonable belief that by providing such freedom of direct individual dealing, much increase of retail trade will follow, and the enlargement in the volume of the mails redound to the benefit of the carriers in part as well as to those directly pursuing it. The question was therefore submitted to the Attorney-General whether, under the authority given by the statutes to the Department to conclude with your advice and consent postal conventions with foreign powers, it is permissible to fix by such conventions a higher limit of weight and size on articles to be admitted to such mails than that provided by law for domestic mails. Upon consideration the Attorney-General resolved this question in the affirmative, and advised the Department that the power so granted was not limited by the statute defining the mailability of matter for domestic mails.

A convention was soon negotiated with the governor of Jamaica for the exchange of articles by the parcels post-system, which had indeed been previously urged by the enterprising postal administration of that island, and having been duly signed, received your approval and came into operation on the 1st day of October. Since then a similar convention has been likewise concluded with Barbadoes, which will take effect on the 1st of December proximo. Copies of these conventions are appended hereto. Their general provisions are simple, admitting articles of a weight not exceeding 11 pounds, and of corresponding size; to be so packed as to be readily examinable; to bear a customs declaration, in a simple, fixed form, which dispenses with all other trouble on the part of either sender or addressee except payment by the latter of the proper duties when the package is delivered; and to be shipped in separate boxes or sacks properly marked, to distinguish them from the ordinary mails. The postage fee is 12 cents per pound, or fraction thereof, payable in advance; and the addressee is required to pay a delivery charge of 5 cents if the parcel does not exceed a pound's weight, and at the rate of 4 cents per pound for higher weights. The latter provision affords the proper and usual division of the business between the contracting countries without the necessity of keeping and adjusting international postage accounts. Provision for return receipts and other minor points is made.

Besides the foregoing, negotiations have been opened with the countries of the Central and South American states, and the favorable replies received indicate that, after a sufficient consideration, many, if not all, will join in this arrangement of such excellent promise to enlarge the commercial and individual intercourse between the peoples of

this continent. It is the purpose of this Department to spare no pains to this end, if the course shall be found to have the favor of Congress.

The great gain which would surely follow such a system with the Republics of Uruguay and the Argentine Confederation furnish additional reasons for the provision of a direct mail between those countries and ours.

The Superintendent of Foreign Mails calls attention to the delays which are occasioned by the frequent failure of vessels destined to ports on this continent to sail on the days appointed caused by departing either before or after, as their freight business may require, and suggests the payment of premiums for prompt performance and deductions for delays. It is worthy of careful consideration.

Two foreign agencies were maintained—one at Shanghai, the other at Panama—with the usual results.

THE FINANCIAL EXHIBIT.

The past four years constitute an interesting epoch in the financial history of the postal service. The fiscal year 1882 closed with a cash surplus of about \$1,400,000; and the year 1883 increased the amount to nearly 2,000,000. With the single exception of the year 1865, there had been an annual deficiency in the revenues of the service to meet its expenditures for thirty years, sometimes of large, at others of small sums. Upon the concurrence of two years of surplus, the rate of letter postage was reduced from 3 to 2 cents, thus striking from the revenue one-third of its principal supply. This change took effect on the 1st of October, 1883, and was directly operative during but nine months of the fiscal year 1884. Its effect was marked, necessarily, and at the end of the year the historic deficiency was again restored to the ledger in the sum of three and a quarter millions. The increase in the employment of the service expected from cheapening of rates did not appear in the following year; but the revenue continued to diminish and the expenses to increase so that the 30th of June, 1885, found a balance of nearly 7,000,000 against the service to be defrayed by the General Treasury. This result was due, beyond doubt, to the general business depression prevailing from the autumn of 1883 in the financial circles of the country, and the inference seems fairly indicated that the volume of the mails and the employment of the postal service depend less upon the differences in the rates of postage, when already low, than upon the condition of general affairs, by which the service becomes more or less desirable to business men. The later results add to the apparent correctness of this deduction.

Notwithstanding the already large deficiency, the act of 1885, which took effect on the first day of the fiscal year then approaching, imposed two further limitations upon the sources of revenue, by doubling the weight for the single rate of letter postage, making the unit an ounce instead of a half ounce, and diminishing by one-half the charge upon newspapers and periodicals, from 2 cents to 1 cent per pound. The measure

of money loss of the former it is difficult to determine, but has been estimated as probably from \$800,000 to \$900,000; the loss by the latter is practically a calculable sum—about \$1,200,000. Contemplating the consequences of these limiting changes in the postage rates, it was not anticipated that a less deficiency than \$9,000,000 would be found on the 30th of June, 1886, although an increase in gross receipts sufficient to yield a total revenue of \$44,000,000 was estimated. The revenue came somewhat short, about \$64,000, of the latter sum, but the expenditures were found capable of reduction to less than the estimated total by so much that the deficiency, instead of increasing, was lessened nearly \$70,000, and amounted only to about \$6,900,000.

The past fiscal year has been burdened by no change in the rates of postage, while the highly prosperous condition of business affairs, giving loose to the enterprise and activity of our people, has greatly augmented the employment of the service and improved its financial aspect. To keep supplied the rising demands upon it, some increase in the scale of expenditure has been requisite; yet the increase in gross revenues has gone so far beyond that the year closed with a deficit of but \$4,000,000, reducing the postal burden on the General Treasury nearly three-sevenths. May not the hope be fairly indulged that, as the same happy circumstances of successful business and profitable enterprise remain apparently in undiminished vigor, the advantageous disproportion in the increasing ratios will continue on the side of the revenue; so that the Congress, in prudent forecast and wise employment of them, may apply coming gains to the generous perfection of the agencies of this minister of universal usefulness?

The cost of transportation upon the Pacific railroads, as well upon the unsubsidized branches as the subsidized lines, has been excluded in all these statements, as it has been from the cash accounts of the service during former years; because, notwithstanding the difference determined by the Supreme Court, the Congress has hitherto refused appropriation of money on this account, and no payments have therefore been made.

Subjoined are summaries of the general items of the financial account during the past five years, giving with exactness the figures which have been above but roundly mentioned:

FOR THE YEAR ENDED JUNE 30, 1883.

Revenue: Ordinary postal		\$45,097,073.24
Money-order business		411,615.37
		<hr/>
		45,508,692.61
Expenditures to September 30, 1885	\$43,519,187.96	
Net balance closed by bad debts	38,802.82	
Audited	1,758.44	
		<hr/>
		43,559,749.22
Cash surplus		1,948,943.39
Deduct credits to Pacific railroads for transportation		915,710.22
		<hr/>
Net surplus		1,033,233.17

FOR THE YEAR ENDED JUNE 30, 1884.

Revenue: Ordinary postal	\$42,818,635.00	
Money-order business	507,323.81	
		<u>43,325,958.81</u>
Expenditures to September 30, 1886	\$47,062,623.56	
Balance closed by bad debts	8,455.83	
Additional liabilities	3,500.75	
		<u>47,704,580.14</u>
Cash deficiency	3,748,621.33	
Add credits to Pacific railroad companies for transportation	1,543,417.60	
Total excess of cost over revenue	5,292,038.93	

FOR THE YEAR ENDED JUNE 30, 1885.

Revenue: Ordinary postal	\$42,151,910.53	
Money-order business	408,933.30	
		<u>42,560,843.83</u>
Expenditures to September 30, 1887	\$49,533,149.55	
Outstanding liabilities	1,639.10	
		<u>49,534,788.65</u>
Cash deficiency	6,973,944.82	
Add amounts for Pacific railroad companies for transportation	1,344,752.12	
Total excess of cost over revenue	8,318,696.94	

FOR THE YEAR ENDED JUNE 30, 1886.

Revenue: Ordinary postal	\$43,597,871.08	
Money-order business	350,551.87	
		<u>43,948,422.95</u>
Expenditures to September 30, 1887	\$50,839,434.87	
Estimated outstanding liabilities	2,500.00	
Balance closed by bad debts	12,174.25	
		<u>50,854,109.12</u>
Cash deficiency	6,905,686.17	
Add credits and earnings of Pacific railroad companies	1,363,631.23	
Total excess of cost of over revenue	8,269,317.40	

FOR THE YEAR ENDED JUNE 30, 1887.

Revenue: Ordinary postal	\$48,118,273.94	
Money-order business	719,335.45	
		<u>48,837,609.39</u>
Expenditures to September 30, 1887	\$52,391,677.43	
Amount certified and not reported paid	75,000.00	
Estimated amount not yet reported to Auditor	251,700.00	
Amount of indebtedness incurred for which appropriation is required	119,302.98	
		<u>52,837,680.41</u>
Deduct net gain by suspense account	23,566.80	
		<u>52,814,113.61</u>
Cash deficiency	3,976,504.22	
Add credits and earnings of Pacific railroad companies	1,482,598.92	
Total excess of cost over revenue	5,459,103.14	

The several sums earned by the Pacific railroad companies on unsubsidized roads, and not above included in the cash expenditures because not disbursed, were respectively in the following years, as follows: In the fiscal year 1883, \$217,697.89; 1884, \$193,800.73; 1885, \$247,830.44; 1886, \$251,101.61; 1887, \$295,571.59.

The Revenue of the past year enjoyed its chief increase from the sale of stamps and stamped paper, in which the gain was \$4,223,887.96, more than 10 per cent. This item had the advantage of the estimated amount of \$122,000 arising from the sales of special-delivery stamps, of which one fifth only is the share remaining after the allowance for delivery is made; and it was doubtless augmented by the operation of the order made in 1886 admitting to the mails fluids, pastes, and powders formerly excluded, but which, by reason of improved modes of packing of recent invention, may now be safely carried. There was also a gain of nearly 15 per cent. in the sale of newspaper and periodical stamps, over 4 per cent. better than the general rate of increase. The main cause, however, was the activity of business; and the large gain is a pleasing testimony both to its flourishing condition and to the usefulness of the service as its auxiliary.

The revenue from the money-order business is nominally more than doubled; but this is only an apparent, not a real, gain, and is due wholly to the fact that clerical service in post-offices on money-order account was, under the act of 1886, charged last year to the appropriation for clerk-hire in post offices, instead of deducted from the money-order proceeds. There was in fact a diminished money-order revenue, the consequence of the reduction in the rates charged for international orders and for domestic orders of \$5 or less. The item of box-rents shows the substantial increase of \$140,451.94, and the receipts for mails carried for foreign countries rose about 56 per cent. Every avenue of revenue gain was manifestly quickened, the miscellaneous receipts being more than trebled.

The Expenditures show an apparently rising percentage of 3.4, which, although but one-half the average of the six years ended June 30, 1885, which was 6.8 per cent., yet exceeds the ratio of increase in 1886, which was but 2.6 per cent. In fact, however, there was little, if any, addition to the ratio of growing expenses, because the item of clerk-hire for money-order business, amounting to over \$300,000, which in 1886 and previous years was deducted from the money-order proceeds, the act of Congress mentioned transferred last year to the other side of the account, and because the sum of \$92,726.42, allowed out of the receipts for special-delivery business is entered as an expenditure of the service, instead of being deducted from such receipts, a course pursued as the more convenient method of keeping the accounts.

Making these allowances it will be seen that the service of the year has been as economically carried on as during the preceding, and is entitled to as favorable consideration in comparison with the several

years before. This is of consequence in estimating the probable results of the current and coming year.

The appropriation for postmasters' compensation, an expense over which, if legitimate, the Department can exercise no control, was exceeded by \$229,481.41; the appropriation to compensation to post-office clerks by \$235,812.74, although there was actual reduction in the cost of this service, as already explained. The Department has been obliged to incur indebtedness in excess of appropriations for its supplies of adhesive stamps to the amount of \$6,884.45, and for stamped envelopes to the amount of \$65,237.78; expenses caused by and contributing to the large gains in receipts from their sale; and for supplies of wrapping paper in the sum of \$2,165.77, and for official and registered package envelopes of \$17,813.49, arising from the great increase of the business of the service, and of \$50,818.53 for foreign mail transportations, because the volume of the mails so much exceeded the anticipation of Congress. Of the latter item, the sum of \$24,773.86 is for closed mails carried for foreign countries, and is only a nominal expense, the whole amount being returned in the settlement of their balances. The several items mentioned will require to be provided for by a deficiency appropriation. The amounts due for supplies of paper, adhesive stamps, and envelopes of both kinds ought to be included in one urgent deficiency bill and promptly provided, because they were properly payable during the year past on delivery of the purchased articles, and but for the considerate favor of the contractors in furnishing the needed supplies the service would have suffered. No increase in price was paid in any case and no obligation to pay interest incurred; and the earliest possible discharge of these debts is an obligation upon the honor of the Government.

Notwithstanding the appropriations for these items of supplies were exceeded, it is to be noted that the actual expenditures have been less than before, and that the supplies bought and issued have been much greater in quantity. The appropriations were overrun, because they were largely reduced in consequence of the favorable arrangements effected by the new contracts of the Department; and the magnitude of the coming demand was not sufficiently foreseen. Thus in 1885 the total expenditure for adhesive stamps was \$137,753.47, while for the last year the appropriation was but \$116,700, the entire cost but \$123,584.45, or \$14,169.02 less than in 1885; and yet the increase over 1885 in the issue of ordinary stamps was 281,862,585 in number and \$5,344,528 in face value. So, in the item of official and registered-package envelopes, the expenditure in 1885 was \$90,097.26; for last year the appropriation was only \$67,200; the entire cost \$85,013.49, or \$5,083.77 less, while the number of such envelopes issued exceeded 1885 by 17,129,300; being an increase of more than 40 per cent.

In the item of wrapping paper the expenditure in 1885 was \$34,997.60; the appropriation for last year but \$30,000; the total cost but \$32,137.59,

or \$2,860.01 less than in 1885, but the purchases and issues were nearly double in quantity. The stamped envelopes and newspaper wrappers were under a four-year contract, which did not expire until the 30th of September, 1886, at which date the new contract, fully described in the report of the Third Assistant of last year, came into operation, so that the whole of the fiscal year 1886 was governed by the old contract. The expenditure for that year under this head was \$692,435.04, while the appropriation for the year 1887 was but \$583,500, having been passed from estimates based on expectation of the operation of the new contract. The better prices and more convenient forms under that contract so largely increased demand that the issues have been beyond anticipation, very much to the advantage of the service and the revenue. The quantity of stamped envelopes put out last year exceeded that of 1886 by 27,269,350 in number and \$496,993.48 in value, and of newspaper wrappers by 333,850 in number and \$3,797.35 in value, yet the total cost was only \$648,737.78, being \$43,697.26 less than the year before. These facts show that the incurring of these deficiencies was not only demanded by the imperative and gratifying wants of the service, but that there has been good saving in every item of these expenditures, besides the resulting gains of revenue.

There was increase in the expenditures, as contrasted with 1886, for the free-delivery service of \$306,325.35, for transportation of mails by railroads of \$557,880.09, for railway post-office cars of \$21,944.12, for special facilities in railroad service of \$33,831.99, for compensation of railway postal clerks of \$225,603.83, for mail bags and catchers of \$30,595.53, and for special deliveries of \$25,074.28, all of which have been discussed and explained in previous pages. The payment of balances to foreign countries required \$22,359.77 more than in 1886 because of the greater volume of our foreign dispatched mails, an increased cost much to the advantage of our revenue and quite beyond departmental control, if desirable. There was also an increased expenditure over 1886 for postal cards of \$13,320.21 from the greater quantity sold, to the gain of the revenue. Otherwise, the excess of expenditure over 1886 was in but small sums for supplies and needed provision for the enlarged demand upon the service, needing no special comment.

On the other hand there was a decrease from the expenditures of 1886 in the cost of star-route transportation of \$332,806.89, of steam-boat service of \$50,077.02, and of mail-messenger service of \$8,630.21, the result of the reductions before explained. And other lessening of cost in various small sums in other items, for which reference is made to the table. Altogether there was increase in expenditure over 1886 in 23 items, and decrease in the remaining 14 items of appropriation; and, as compared with 1885, there was increase in the expenditure of but 17 items of appropriation and decrease in 19 items, there being in 1885 no special-delivery system, and hence one head less of account.

Although there was during the last year an excess of expenditure in seven items, as shown, in the other thirty there remains unexpended of the appropriations a total sum of \$2,532,206.39, which, after the discharge of the yet outstanding liabilities, estimated liberally at \$326,700, will be covered into the Treasury.

The Department has striven to pursue the simple policy previously set forth in former reports, of providing all the enlarged advantages and conveniences which would subserve the public interests freely, but at the same time maintaining a firm economy in the means taken to the end. The hope entertained of the results of this course is now in process of realization, and in that condition the policy is justified, and the severity of the labor of its maintenance rewarded.

The Current Fiscal Year has commenced with all the manifestations of business activity and consequent continuing demand upon the postal service which characterized the past. Little advantage is to be derived from any attempt to further forecast its results than this fact indicates. The appropriations have been settled and at this time appear in the aggregate to be more than sufficient. It is now certain, however, that the sum fixed for the compensation of postmasters is inadequate. It is the same as for the last year, and was then overrun by nearly \$230,000, as has been stated. No inconvenience will follow, and no action is necessary to supply the deficiency until its true amount shall be accurately known. The appropriation for the transportation of the foreign mails is also insufficient for the expenditures inevitably to be incurred under that head. The lacking amount can not yet be definitely computed, but probably may be, approximately, in time for the Congress at its coming session to supply it. Otherwise there is no present reason to apprehend any marked want of appropriation, and there will doubtless be considerable unexpended balances.

The probable revenue of this year has been estimated upon the footing of the results of the past. The gain in postage on newspapers and periodicals was 14.79 per cent., and this percentage of increase has risen during each of the last three years. It may be expected to exceed 15 per cent. this year, but to avoid overestimation is placed at 14. The ordinary postal revenue gained at the rate of 10.3 per cent. last year. It appears to be moderate to anticipate a gain of at least 9 per cent. The money-order business is placed at \$730,000, less than \$11,000 more than it yielded the past year; a difference which will be more than gained by the saving of expense under the new contracts for its supplies. It would not be unreasonable to expect more than \$750,000.

The revenue for this year, so estimated, is shown by the following figures:

Amount of ordinary postal revenue, exclusive of receipts from second-class matter, for year ending June 30, 1887.....	\$46,855,925. 11
Add increase of 9 per cent.....	4,217,033. 25

51,072,958. 36

Amount of revenue from second-class matter for year ending June 30, 1887	\$1,262,348.83
Add increase of 14 per cent.....	176,728.83
	\$1,439,077.66
Ordinary postal revenue, total estimated amount.....	52,512,036.02
Amount of estimated revenue from money-order business	730,000.00
	Total estimated gross receipts for year ending June 30, 1888 ... 53,242,036.02

The appropriations exceed this total by \$2,100,114.13. But they are placed above the expected expenditure rather than below it, and the deficiency will be a million less than the sum so indicated, if the prosperity now enjoyed continues. In making a similar calculation last year, the difference between the estimated revenue and the appropriations was more than three millions greater than the deficiency is found to be.

The Next Year's Estimate is necessarily more uncertain. It may be conjectured that, as usual during the period of a Presidential canvass, there will be somewhat less of business activity and somewhat more carriage of newspapers and periodicals; but there is, at best, little more than conjecture to base an estimate upon. The following is the calculation upon which the estimate was transmitted to the Secretary of the Treasury:

Estimated amount of ordinary postal revenue, exclusive of receipts from second-class matter, for year ending June 30, 1888	\$51,072,958.36
Add increase of 8 per cent.....	4,025,836.66
	55,158,795.02
Amount of estimated revenue from second-class matter for year ending June 30, 1888.....	\$1,439,077.66
Add increase of 15 per cent.....	215,861.64
	1,654,939.30
Total estimated ordinary postal revenue	56,813,734.32
Amount of estimated revenue from money-order business.....	750,000.00
	Total estimated gross receipts for year ending June 30, 1889 ... 57,563,734.32

The estimates submitted for the appropriations aggregate \$58,967,233.74, a sum greater than the estimated revenue by \$1,403,499.42. It is designed, however, to submit the estimates for appropriation in each of the thirty-six items prudently high, and the aggregate of unexpended balances may be reasonably expected to be more than the foregoing difference, as it has been during each of the three or four years past. Unless legislation or some unforeseen event changes the relation between revenue and expense, a cash surplus may be confidently anticipated as the product of the coming year.

The Stamps and Stamped Paper, embracing ordinary and request envelopes, letter-sheet envelopes, newspaper wrappers, and postal cards, from the sale of which the revenue is chiefly derived, form the subject of several interesting pages in the Third Assistant's appended report. He exhibits the very considerable reduction in the

cost of stamped envelopes under the new contract which went into operation on the 1st day of October, 1886, a sum estimated to amount during its term of four years to over three-quarters of a million of dollars, the benefits of which go to the public in the reduced cost at which the envelopes are sold. The advantage of the use of stamped envelopes is clearly explained, and it is gratifying to note that a largely increased demand for the special-request envelope has arisen.

The changes in the colors of the adhesive stamps and the embossed stamps, which were ordered during the past year to secure uniformity, are explained, and as well the new designs of some, and of the postal card. I wish to mark for notice his comments on the sub-agency system, just begun, for distributing supplies of this kind. Its advantages are well shown and they commend its permanent adoption.

The letter-sheet envelopes are issued under a contract, the character of which was fully explained in my last report, largely to determine experimentally their value to the public. There appears to be little doubt that the present product is not satisfactory. The sales during last year were less than 3,500,000 in number. But it is very clear that if the letter-sheet envelopes could be printed, when manufactured, with a form of letter on the interior they would be extensively bought and used. They are manufactured now upon a machine which transforms the bare paper, automatically fed to it from a roll, into completed envelopes, printed, gummed, and embossed with stamp, without the intervention of any other labor than that of operating the implement. It is said to be easy to add to it the printing of any desired matter in the nature of a communication within, with little more of added cost than the composition and stereotyping of the forms. The combination of all this in one process of manufacture would furnish these at such prices as to command a large sale, and they could not but greatly convenience many forms of business and add sensibly to the revenue of the Department by their enlarged use in substitution for postal cards. The difficulty of printing on these envelopes after they are manufactured by the present method is such as to render its expense a bar to much use of them in that way. It would be easy to obviate this in the manner indicated. But the proposal may be expected to encounter opposition by those who will apprehend it would trench somewhat on their employment; an influence which, in various forms at different times, has shorn the service of many features of advantage to our people.

Another course may be pursued with probable gain of convenience to business men. There are many different devices for the letter-sheet envelope and those interested in them seek the privilege of the embossed stamp of the Government. Unless some one of these is taken up and manufactured exclusively by the Department on its own account, the rule of equality ought to be applied to the owners of these devices, and no one given a preference. It appears to be entirely feasible to place the embossed stamp on any such of these as proffer payment of its

face value and the cost of the work, similarly to the practice of the Treasury Department some years since in printing the revenue stamp on bank checks, without risk, leaving it to those interested to find their customers who could select the letter-sheet envelope most to their wishes.

The subject ought to await such action as the Congress shall think wise to take at the next session. If no action be taken, the existing contract should be terminated with this fiscal year, and further experiment abandoned by the Department.

The Third Assistant Postmaster-General also interestingly discusses the registration service, the improvements effected by changes during the year, especially in the post-office service, and the registered-pouch and inner-sack exchanges. No special recommendation is urged, there is no occasion to repeat, and nothing to add.

The details of the various financial transactions of the Department with the Treasurer, the assistant treasurers, and depositaries, as well as the minute exposition of all the fiscal affairs of the service, are given in the report of the Third Assistant and the Auditor. The principal facts and inferences only have been presented.

THE DEAD-LETTER OFFICE.

The Dead-Letter Office was placed under charge of a superintendent at the beginning of the year, as a separate office, pursuant to the act of Congress authorizing its detachment from the office of the Third Assistant. From the report of the superintendent it appears that the work of this office has considerably increased. During the year 5,578,965 pieces of mail matter were treated, increasing by 11.4 per cent. over 1886 and by about 17 per cent. over 1885. This increase is in part attributable to the enlarged volume of mail matter transported, and partly to the greater care taken by postmasters in rendering returns of undelivered matter and withdrawing from the mails such as is unmailable.

Among the interesting items of the work performed it is to be noted that 456,183 pieces of mail arriving from foreign lands were returned to the country of origin; that 12,725 letters, inclosing in the aggregate \$22,639.12, and 21,868 letters, containing drafts, notes, checks, money-orders, etc., to the amount in face value of \$7,581,761.10, were restored to the owners.

There was derived to the postal revenue from dead mail matter the sum of \$9,593.77, \$714.48 in excess of the previous year.

Magazines, pamphlets, and other reading matter incapable of return, have been distributed to the various charitable institutions in the District of Columbia, in all 18,182 pieces.

The report contains carefully prepared statistics, for which reference is made to it, which fully demonstrate the advantages of the present organization of the office. Through improved methods and better dis-

tribution of work the same clerical force, with the same expenditure, accomplished during the year over 11 per cent. more business than was done in the preceding year.

THE INSPECTION SERVICE.

The report of the chief of post-office inspectors, herewith submitted, gives a summary and carefully tabulated statistics setting forth as fully as can be shown the results of the labors of the inspective force for the year and attesting the excellent discipline, zeal, thoroughness, and steady improvement of this branch of the service. The duties of inspectors embrace not only the detection of depreicators but the investigation of most of the cases of public complaint, especially such as arise from casualties, losses, irregularities, violations of law, breaches of discipline, the conduct of business in post-offices and other agencies, the furnishing of information as to the character and competence of officials, and various inquiries concerning every branch of the service. The prompt and clear discernment and correct action of the Department depend largely upon the zeal, ability, and intelligence of these officers. Special effort has been made to promote the efficiency of the force and to secure the speediest action consistent with thoroughness in all matters referred to it. Two years ago the business had fallen considerably in arrear, and some 35,000 cases of more or less importance were awaiting examination, so long delayed that satisfactory investigation of a large number was rendered impossible. By energetic exertion this work was closed up and the current business of the year also received prompt action. At present the cases under inquiry relate mainly to current business. The following summary contrasts the work, results, and costs for the past four years :

Fiscal year.	Cases referred.	Cases investigated.	Money recovered.	Cost of service.
1884.....	50,410	47,184	\$45,125.92	\$187,184.00
1885.....	56,260	51,210	73,555.87	190,239.57
1886.....	63,354	84,363	115,513.41	194,955.39
1887.....	75,009	70,905	253,951.00	197,024.63

Cases for action of inspectors are thus classified :

Class A.—Depredations upon, delays, and losses to domestic registered mail matter.

Class B.—Similar complaints concerning ordinary mail matter.

Class F.—Complaints affecting foreign mail, including violations of customs and other laws.

Class C.—Miscellaneous cases, such as breaches of law or regulations by contractors, officials or employés in the service; the inspection of post-offices; the leasing of buildings; proposed establishment, discontinuance or change of post-offices, post routes, free-delivery or mail-mes-

senger service; losses by burglary, fire, or other casualties; the responsibility of sureties on bonds, and many others affecting the well-being of the service.

In the first-named class 5,286 complaints were referred to inspectors during the year, and 993 cases remained undisposed of at the close of the previous fiscal year, making a total of 6,279. Of these, 5,680 have been investigated; in 1,961 complaints proved groundless; in 2,325 cases no loss resulted; in 681 cases the losses were caused by accident, without fault of the postal service; in 121 cases no trace of the article or evidence of responsibility for loss could be obtained. In 1,339 cases out of nearly 12,000,000 pieces of registered matter was actual, irreparable loss sustained, and of these, 680 were caused by the burning of postal cars, post-offices, or other accident, leaving 637 cases properly chargeable to depreddations or irregularities; a favorable exhibit, as appears from the following comparative statement:

Fiscal year.	Number of pieces handled.	Loss of one piece in every—
1883.....	10,459,716	9,009
1884.....	11,238,545	8,932
1885.....	10,551,642	8,488
1886.....	11,102,007	10,655
1887.....	11,914,792	11,556

Of Class B, 42,096 complaints were received during the year, and 9,777 cases were on hand at its beginning, in all 51,863; of which 43,017 have been fully investigated. In 24,423 cases letters were lost, delayed, or rifled; in 18,524 they were alleged to contain valuable inclosures; 16,264 ordinary packages of third or fourth class matter were reported lost, rifled, or destroyed; 11,130 cases are believed to be chargeable to the depreddations or carelessness of postal employés; in 8,117 no loss occurred; in 12,829 no discovery could be made. These complaints embrace losses caused by the burglary or theft from 620 post-offices, the burning of 298, the burning or wreck of 81 postal cars, the robbery of 13 mail stages, the robbery of 5 railroad trains and 18 mail-messenger wagons, the accidental loss of 153 mail pouches, and the rifling or theft of 226. The ratio of loss to the amount of matter handled has evidently considerably diminished, as compared with previous years.

In the foreign-mail cases (Class F), the report presents exhibits showing the painstaking efforts put forth in tracing irregularities and the satisfactory results in a large proportion of the cases.

Among the miscellaneous cases, a summary of which need not be given, 773 arrests are reported, of which 211 were of persons in the service and 562 were not; 94 were postmasters, 24 assistant postmasters, 24 clerks in post-offices, 11 railway postal clerks, 23 letter carriers, 23 mail carriers, 4 special-delivery messengers, and 8 other employés. One hundred and thirty-two arrests—an increase of 53 over last year—

were made for burglary, greater efforts having been directed to the prevention of this class of depredators than heretofore. In 713 cases the Federal courts took cognizance, and the State courts in 60. Conviction followed trial in 144 cases, acquittals in 26; 485 await trial, and the remainder were dismissed for various causes or failed of indictment.

In a letter accompanying his submission of estimates for the coming year, which is appended as one of the documents affecting the estimates, the chief of inspectors proposes a scheme for the reorganization of the force under him which should have careful attention.

SPECIAL TOPICS.

Postal Laws and Regulations.—By the act of March 30, 1886, the Congress provided for the publication of a new edition of the Postal Laws and Regulations. The edition of 1879 was exhausted and its provisions had become so much changed by subsequent enactments and rulings as to be an insecure, and sometimes misleading, instructor of postal officials. The analytical arrangement was unsatisfactory and, upon studious examination, it was apparent that an entire and thorough reconstruction of the plan and revision of the text were demanded of any just and faithful attempt to discharge the duty imposed. No provision had been made by the act for such an undertaking. Although for the preparation of the edition of 1879 \$2,000 had been appropriated, the late act directed that no extra compensation should be allowed to any officer or clerk for his services about the work. Under these circumstances, the Assistant Attorney-General has contributed his services for many months in addition to the punctual performance of all the duties of his office, daily protracting labor until a late hour of the night. This toil was not imposed upon him by law, nor contemplated in any assignment of duty hitherto made by the Department, but was given patriotically, from desire to render a good service to the public, and in personal assistance to him upon whom the task was incumbent. I record the facts as a testimony to his worth of character and in grateful acknowledgment, officially and personally, of the obligation due to his merits and services.

The preparatory labor consisted of the painstaking collection of the fragmentary statutes affecting the Department and postal service scattered through the general revision, subsequent enactments and acts of appropriation, and of the regulations, general orders, and rulings of the Department from its publications, journals of records, and correspondence, and their provisional arrangement for study.

This was followed by effort to correctly analyze the entire subject and so to frame the structure that the whole should possess natural and perspicuous arrangement, with such divisions and subdivisions that every distinct rule should be provided with its proper place and be found in it. It was deemed of prime importance to a clear comprehension of

its requirements by the officials to be subject to this code, that each chapter should contain only, and should exhaust, the law and regulations pertaining to the subject of it, and that each sub-chapter and section should be equally complete in its presentation of the appropriate minor topic assigned to it. Such arrangement tends to remove incongruous and inconsistent provisions and to relieve the difficulty of apprehending the theory and details of the system to a very great degree. The work proved to be, upon closely engaging with it, so much beyond anticipation, and the desirability of its completion in time to become operative during the first quarter of the fiscal year so urgent, that some failure to attain the aim may exist which a more protracted labor might have relieved. Its aim is, however, sufficiently clear to render such shortcomings of moderate harm; and repeated and severe reviews were applied in the effort to prevent them and accomplish as far as possible the execution of the purpose mentioned.

This code is divided into two parts, corresponding with the underlying but not distinctly expressed theory of the statutes which distinguishes the Department as an arm of the General Government, maintained out of the General Treasury, and whose cost is a Treasury account, from the postal service, as a distinct machinery of business wielded by that arm, with separate and peculiar methods of its own, and an independent fiscal system by which its revenues are gathered and applied to its maintenance, in aid of which the General Treasury acts only as a depository, except as the final results of its operations are brought into the Treasury accounts. Accordingly, part first relates to the Department proper, its organization, official duties, financial maintenance, and accounts with the Treasury, and the laws which pertain to it in this character; and a single title in three chapters is sufficient to embrace the provisions which pertain to and govern this subject. The second part deals with the postal service, and is divided into eight titles. The first (being the second of the book) contains the laws and regulations which pertain to its independent fiscal system, provide for its revenues and expenditures and the methods of conducting and accounting for its varied transactions. The third presents the laws and regulations for the classification of mail matter and its rating for postages, with addition of the functions of the Dead-Letter Office. The fourth title is devoted to post-offices and postmasters, exhibiting the provisions for the establishment and discontinuance of post-offices, the appointment and qualification of postmasters, the compensation, allowances, and supplies, the organization and functions of post-offices, and the duties of the officials employed in them in all their relations to postal affairs. The fifth title comprehends what relates to the transportation of the mails in all respects, except such as relates to the railway mail service by postal clerks, which constitutes an independent title, the sixth of the volume. The registry system and the money-order system are each treated independently as the subjects of the next

two titles, and the laws relating to crimes affecting the postal service form the final division of the work. The disposition of the chapters within these titles and the arrangement of their sections seek to follow the natural order of presentment appropriate to the matters severally contained.

To every part of the work I have given personal labor and study, and have enjoyed the assistance of those officials of the service best equipped by experience and knowledge to aid its correct execution. This authorized some desirable changes, the expediency of which was so developed. The most important of these has been already discussed—the substitution of an improved system for keeping and rendering accounts by postmasters. Some changes were made in the distribution of duties in the Department, with a view to a more systematical and efficient adjustment. In many instances the regulations have been rewritten, with advantage of condensation and greater perspicuity. The rules for treatment of foreign mail matter have been deduced from the existing conventions and expressed in phraseology more conveniently to be understood by postal officials generally than that usually employed in such instruments. These conventions are therefore withdrawn from the general body of the Laws and Regulations, where they served with very unsatisfactory results. Their interpretation is incumbent properly on the Department and can not be left without disadvantage to the various post-offices.

The observation and study bestowed reveal the desirability, almost necessity, of a thorough and sensible codification of the legislation affecting the service. One statute now frequently so overlaps and qualifies another, that it is with difficulty the will of the legislature is taken from the written law, and obvious defects exist in many instances. The necessity for literal reproduction in this book of the enactments as they are has operated to make some parts more open to misapprehension than it is desirable such a work should be. When some legislation which must have independent Congressional action shall have been enacted, touching subjects already discussed in this report, it will be possible to codify the postal laws in such form as to afford promise of reasonable permanency and prove of great utility.

Exterior Marks on Mail Matter.—The following sections of the act of 1879 relate to the writing, printing, and other marks which may be placed upon or accompany mail matter of the second, third, or fourth classes :

SEC. 22. That mailable matter of the second class shall contain no writing, print, mark, or sign thereon or therein in addition to the original print, except as herein provided, to wit, the name and address of the person to whom the matter shall be sent, and index figures of subscription book, either written or printed, the printed title of the publication, the printed name and address of the publisher or sender of the same, and written or printed words or figures, or both, indicating the date on which the subscription to such matter will end. Upon matter of the third class, or upon the wrapper inclosing the same, the sender may write his own name or address thereon, with the word "from" above and preceding the same, and in either case may make simple marks intended to designate a word or passage of the text to which

it is desired to call attention. There may be placed upon the cover or blank leaves of any book or any printed matter of the third class a simple manuscript dedication or inscription that does not partake of the nature of a personal correspondence. Upon any package of matter of the fourth class the sender may write or print his own name and address, preceded by the word "from," and there may also be written or printed the number and names of the articles inclosed; and the sender thereof may write or print upon or attach to any such articles, by tag or label, a mark, number, name, or letter for the purpose of identification.

SEC. 23. That matter of the second, third, or fourth class containing any writing or printing other than indicated in the preceding section, or made in the manner other than therein indicated, shall not be delivered except upon the payment of postage for matter of the first class, deducting therefrom any amount which may have been prepaid by stamps affixed to such matter; and any person who shall conceal or inclose any matter of a higher class, and deposit, or cause the same to be deposited, for conveyance by mail, at a less rate than would be charged for both such higher and lower class matter, shall, for every such offense, be liable to a penalty of ten dollars: *Provided, however,* That nothing herein contained shall be so construed as to prevent publishers of the second class and news agents from inclosing in their publications bills, receipts, and orders for subscription thereto; but such bills, receipts, and orders shall be in such form as to convey no other information than the name, location, and subscription price of the publication or publications to which they refer.

These sections have remained in force since their enactment, and have never been qualified, so far as I am able to discover, by any regulation or ruling of the Department. It is almost needless to add that no regulation or ruling could properly attempt to alter them, or dispense with obedience to them on the part of postal officials or the public. Necessarily, they were embraced in the new edition of the Laws and Regulations, the several provisions being placed in appropriate connection with other rules relating to the respective classes of mail matter. All postmasters and postal officials were enjoined to familiarize themselves with the regulations, and special directions were given—for the proper protection of the revenue and the equal administration of the law—to examine all mail matter as provided by the statute and collect the rates of postage required by it; also, to report cases of violation of the statutes against the fraudulent transmission of matter of a higher class under the rates provided for a lower class.

The statute is minute and plain in its terms, and little room for interpretation is afforded by any ambiguity in phrase or application.

Matter of the second class which is entitled to the pound rate consists of newspapers and periodicals sent from offices of publication, or by news agents, for distribution to subscribers or for sale. To aid this form of disseminating intelligence, the cheap rate of 1 cent per pound only is required under such circumstances. When otherwise transmitted, matter of this class must pay at the rate of 1 cent for 4 ounces; and when the publisher deposits it at a free-delivery office for distribution by carriers, another rate is imposed.

Matter of the third class comprises books, circulars, printed matter, proof-sheets, and accompanying manuscript copy, and is taxed at the rate of 1 cent for 2 ounces, or 8 cents for the full pound.

Matter of the fourth class is all such as is admissible to the mails and not within the other classes, chiefly goods and merchandise and samples of goods, and is charged with 1 cent per ounce, or 16 cents for a full pound.

In the application of the quoted sections to these classes it is seen that the revenue might be unjustly impaired, and that it would constitute an abuse of a special privilege given for a public and not a private object if advertisements or communications of any sort were permitted to accompany in any way or form, inside or outside the wrapper, the privileged newspaper or periodical required to be transmitted as originally published. The statute descends to the minutest particulars of definition, therefore, of the additions which may be permitted, and declares that beyond such clearly defined allowances such matter "shall contain no writing, print, mark, or sign *thereon or therein* in addition to the original print." Assuredly, this is a case for literal obedience, since the minute letter has received such legislative attention; a conclusion strengthened by subsequent amendments in similar detail, one of which was specially enacted to provide that "any article or item in any newspaper or other publication may be marked for observation, *except by written or printed words*, without increase of postage.

But it is not for the benefit of the revenue to prohibit the inclosure with matter of the fourth class of any circular or other third-class matter, because it would in that form pay double the rate of postage chargeable upon it if sent independently; nor is there any satisfactory reason to suppose it could have been the purpose of Congress to prohibit the printing which invariably accompanies some articles of merchandise frequently transmitted by mail, in the nature of directions for use and advertisements, notwithstanding the twenty-third section of the act forbids such matter as "contains" any writing or *printing* except as previously indicated. The statute appears aimed in part against the contents of either a third or fourth class parcel to the extent of forbidding any *written* communication, by so much as a word even, but is *in terms* directed against the wrapper of third-class matter and the exterior of the fourth-class package.

The regulation touching fourth-class matter therefore permitted the inclosure of printed matter in such a package, and directed the attention of postmasters to the statute as specially applicable to the exterior.

It was not known or suspected at the Department that disregard of this statute had become general by postmasters or the public; nor was that evil in contemplation in the preparation of the regulations. The statute was published as part of the law, and a regulation added with a liberal explanatory interpretation of its meaning on the only apparently doubtful point. It transpired that in an infinite variety of forms senders of third and fourth class matter have been accustomed to transcend the statutory boundary, and postmasters, desirous to discharge their duty and abide by the statute—which seems to have come upon

them as a sudden revelation, doubtless from the lack of a suitable book of regulations and the pre-existing confusion of regulations and rulings generally—but without any other direction from the Department, everywhere began to enforce the law and to exclude matter in envelopes or wrappers which carried forbidden printing. It appears that envelopes have been frequently printed by those who habitually send circulars or merchandise samples, with advertisements ranging from simple additions to the sender's name descriptive of his business pursuits, to very elaborate representations, sometimes pictorially illustrated; and that wrappers of merchandise samples occasionally bore printed communications as explicit in direction as could be desirable in a written personal communication to accompany them, and such as would dispense with necessity for any other first-class correspondence in that connection.

The suspension of the use of these prepared envelopes and wrappers rendered them temporarily valueless for their objects, and caused much annoyance and irritation with those who had been in the practice of using them. Appeals from postmasters to the Department have presented almost every aspect of these cases. Some are exceedingly trivial in so far as real importance attaches to the added matter, but many are obviously abuses, and between the two extremes the range of transgression extends over innumerable different instances. The majority of wrappers appear very harmless, and no injury to the revenue or the service can be likely to result from their use. With few exceptions all would have been admitted if any rightful power to dispense with the statute were vested in the Department. The want of it has been somewhat painful, because it would have relieved substantially all complaint could the use of only such envelopes and wrappers as had been already prepared have been authorized, the public generally manifesting no unwillingness to comply with the requirements of the law. No such authority could be discovered, nor any line be drawn other than that drawn by the explicit statute, and the Department has been compelled to inaction, except to relieve from penalties in some proper cases.

The law appears to go upon the theory that advertisements ought not to be permitted upon third or fourth class parcels. I am not able to discern any sound objection to this privilege, if the advertisement be so limited as to leave a sufficient space for the address, for post-marking and rating, and for reforwarding or return addresses. Such printing adds nothing of burden to the mails, and cannot be thought to limit their employment otherwise. More probably it increases it.

The statutory classification of mail matter is not unsatisfactory, and can be but little, if at all, improved. Probably no relaxation of the guards over second-class matter is desirable. But removal of the prohibition against reasonable advertising and printing on the wrappers of third and fourth-class matter, so that they do not extend to communications of the nature of correspondence, would appear to be due to

the business interests and convenience of the public, and is earnestly recommended.

The Post-Office at Washington is in a building insufficient for its proper requirements, although conveniently located, and no continuing lease exists. The proprietor has demanded a higher rent, which does not appear to be reasonable. But the law forbids the Department to rent a building in the District, except in pursuance of special enactment; and serious inconvenience might result from these conditions. Some action by the Congress ought not to be delayed.

THE DEPARTMENT.

The disposition of the moneys appropriated from the Treasury for the maintenance of the Department, its officers, clerks, and employes, with its additional buildings and its publications of post-route maps and the Official Guide, during the year past, is shown in the following table, which embraces for comparison the like figures of the two preceding years:

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 1887 as compared with 1886 and 1885.

Items.	Year ended June 30, 1887.			
	Appropriations.	Expenditures.	Balances unexpended.	
			Amount.	Per cent.
Stationery	\$13,000.00	\$7,470.02	\$5,529.98	42.53
Fuel, etc.	8,000.00	6,711.95	1,288.05	16.10
Gas	6,200.00	3,996.40	2,203.60	35.54
Plumbing and gas fixtures	3,000.00	1,792.23	1,207.77	40.25
Telegraphing	3,500.00	1,969.46	1,530.54	43.15
Painting	4,000.00	2,859.71	1,140.29	28.50
Carpets and matting	4,600.00	2,496.80	1,503.14	37.57
Furniture	6,000.00	2,068.58	3,931.42	65.52
Keeping horses, etc.	1,500.00	1,152.80	347.20	23.51
Hardware	1,700.00	776.23	923.77	54.33
Miscellaneous items	13,000.00	8,376.76	4,623.24	35.56
Rent:				
Topographers	1,500.00	1,500.00	.....	.....
Money-Order building	8,000.00	8,000.00	.....	.....
Additional building for Auditor's office	4,500.00	4,500.00	.....	.....
Official Postal Guides	18,000.00	17,873.42	126.58	7.03
Post-route maps	*15,000.00	16,031.89	539.11	3.13
Realized from sale of post-route maps	*2,171.00	.....	.....	.....
Foreign postage	500.00	377.50	122.50	24.50
Total of items pertaining to care of building, etc.	113,571.00	88,573.81	24,997.19	22.01
Salaries of officers and employes of the Post-Office Department	719,040.00	704,435.00	14,605.00	2.03
Total of all the above	832,611.00	793,008.81	39,602.19	4.75

* By law credited as a further appropriation.

Appropriations, expenditures, and unexpended balances of appropriations, etc.—Continued.

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, etc.	7,200.00	7,032.07	167.93	2.33	214.73	3.05
Fuel, etc., additional building						
Gas	6,600.00	5,331.94	1,268.06	19.2	398.83	7.48
Gas, additional building						
Plumbing and gas fixtures	4,700.00	4,692.40	7.51	.16	1,658.19	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	4,973.31	78.44
Furniture, additional building						
Keeping horses, etc.	1,500.00	7,064.51	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
Miscellaneous items, additional building						
Rent, topographers	1,500.00	1,500.00				
Rent, Money-Order building	8,000.00	8,000.00				
Rent, additional building						
Official Postal Guides	29,000.00	26,421.09	2,578.91	8.89	12,713.09	48.1
Post-route maps	20,000.00					
Realized from sale of post-route maps	† 1,219.15	21,064.25	154.90	.73	4,074.21	19.34
Foreign postage						
Free penalty envelopes						
Total of items pertaining to care of Department, etc.	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	7,407.88	*1.07
Total of all the above	824,399.15	808,648.87	15,750.28	1.9	19,879.12	2.45

Items.	Year ended June 30, 1886.				Decrease of expenditures of 1887 as compared with 1886.	
	Appropriations.	Expenditures.	Balances unexpended.		Amount.	Per cent.
			Amount.	Per cent.		
Stationery	\$9,000.00	\$6,349.00	\$2,651.00	29.45	\$412.87	5.23
Fuel, etc.	7,200.00	6,817.34	382.66	5.31		
Fuel, etc., additional building	1,300.00	436.69	863.40	66.4	541.99	7.47
Gas	6,600.00	4,932.11	1,668.89	25.25		
Gas, additional building	400.00	400.00			1,326.71	25.64
Plumbing and gas fixtures	4,700.00	3,434.36	1,265.70	22.6	1,842.13	50.71
Telegraphing	5,900.00	2,329.79	2,679.21	53.58	331.33	14.27
Painting	4,700.00	2,467.56	2,232.44	48.7	452.15	15.81
Carpets and matting	5,900.00	3,570.00	2,329.40	39.14	1,074.74	30.67
Furniture	7,500.00	1,366.71	6,133.29	81.77	*684.87	33.10
Furniture, additional building	500.00	17.00	483.00	96.6		
Keeping horses, etc.	1,500.00	987.97	512.03	34.1	*164.83	14.29
Hardware	1,700.00	531.81	1,168.19	68.5	*241.42	31.10
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	2,635.67	23.93
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	*375.00	8.33
Official Postal Guides	29,000.00	13,708.60	15,291.40	52.7	*4,104.82	23.30
Post-route maps	20,000.00					0.6
Realized from sale of post-route maps	† 12,252.00	16,960.44	5,261.94	23.73	385.15	2.10
Foreign postage	500.00	448.50	51.50	10.3	71.00	15.83
Free penalty envelopes	3,600.00	1,332.89	2,267.11	57.3		
Total of items pertaining to care of Department, etc.	138,852.00	91,094.25	47,757.75	34.39	2,520.44	2.76
Salaries of officers and employes of Post-Office Department	715,120.00	697,678.59	17,441.50	2.4	*6,750.50	.94
Total of all the above	853,972.00	788,769.75	65,202.25	7.63	*4,239.06	.53

* Increase.

† By law credited as a further appropriation.

The Department building has been freshly painted, its gas pipes and much of its plumbing renewed, and all requisite furniture supplied for much less than the appropriations, within the two years last passed, and its good condition reflects credit on the superintendent and his force.

Mention has been repeatedly made of the necessity for its enlargement. Three additional buildings are now rented of private parties, and neither is fire-proof. The destruction of either would entail much inconvenience and probable loss of important books and papers, but especially the burning of Marini's Hall, or the building on the corner of eighth and E streets. So often has the subject been pressed that nothing more is purposed now than not to omit the duty of recalling attention to its circumstances upon the occurrence of a new opportunity.

The Library is the name which has been misapplied for a long period to a mass of books stored in a lower room of the Department in such unrelievable disorder as to be of small practical value. Yet it can require but little knowledge of postal affairs to realize the value of a suitable library in fact, specially devoted to the literature which pertains to the service, or is calculated to assist in the proper understanding and disposition of the problems which arise in the Department. Books upon postal topics are continually printed in every civilized country, and the mere fact is a proof that they contain information of value. Of cognate character and utility, would be a museum for the preservation of the various implements, appliances, devices, specimens of stamps and stamped paper, and other products of ingenuity, skill, and art illustrative of the history of the postal service in this country and the world, or designed for its improvement. To suggest the proposal to an informed and thoughtful mind is enough to commend it, and the opportunity does not serve for more elaborate discussion for the benefit of others.

The act of March 3, 1885, having enabled an additional building to be rented, every effort was made to secure as much space as possible, and with such favorable result that the Department became sufficiently relieved to enable the placing of the library in a somewhat better, though very insufficient, apartment. This has been fitted with shelves, and some arrangement and order secured, and such steps as were within my authority have been taken to give an air of germination to the seedling, in the hope that it may secure the beneficent attention of Congress, so that, when the Department shall be rebuilt, suitable rooms will be planned and constructed to afford this most desirable establishment. Meantime a small annual appropriation, perhaps \$500 or even less, might be profitably employed in securing works which at a later day may become unpurchasable.

The Official Postal Guide formed the subject of a lengthy discussion in the last report, with a history of its publication and the extravagant outlays made therefor. It was urged that authority should

be given to contract for its publication for a continuing term of years, as a measure of economy and stability. I wish to renew the recommendation. The statistics and the argument were then presented so fully that renewed discussion would be repetition. The contract for the current year is less favorable than might have been secured had the desired authority been granted.

The Money-Order Building, so called, was leased for a term which expired with the 1st of October last. No other authority for any renewal of the lease was given than the appropriation of the annual rental for the entire fiscal year. No new lease has been arranged, but the Department holds over for the residue of the fiscal year to await such directions as Congress shall give. The building, though as fairly suitable for the uses as could be perhaps expected of a rented structure, furnishes but little more space for clerical use, and not as much of all kinds, as Marini's Hall, rented at a lower rate. Some additional provision should be made by the owners to bring it to the condition fairly to be required; which being done, it appears desirable, especially because of its convenient contiguity, to rent it from year to year until the Government shall enlarge or rebuild the Department.

A Fourth Assistant Postmaster-General becomes with every year a more desirable addition to the official force of the Department. The care of post-offices requires the assistance of such an officer. This must be conceded by any one who will inquire into the subjects of which some discussion has already been presented. I respectfully invite a fresh consideration of what has been submitted in former reports in support of the recommendation. Should the suggestions hereinbefore made in favor of post-office buildings lead to their construction by the Government, the duties of such an officer would naturally comprehend that subject, as well as the supplies and allowances of post-offices. The appointments, the correspondence for instruction of postmasters and others, and the free-delivery service will demand all the labor, exhaustively, of any First Assistant.

The Salaries of many of the officers of the Department are grossly inadequate and unfair. It is in every point of view unwise to inflict on men of whom great labor and responsibility are demanded the sense of injustice in their compensation. The difference between high devotion and care in the performance of duty and the mere ordinary discharge of functions without special zeal for the interest of the Government will, in pecuniary effect only, result in gain or loss to an amount many times greater than his salary in the case of nearly every division chief in this Department. To illustrate this, compare the contingent expenditures of the last and the previous year with the same items before. For 1885 \$118,381.25 were expended, while for 1886 \$91,094.25, and for 1887 \$88,573.81 were sufficient to cover the same charges and also pay \$4,500 annually for rent of another building and keep it supplied. Yet the officers whose zeal and efficiency show such results are seriously

underpaid, while others in the service of the Government, whose duties are by no means more responsible, receive much higher compensation.

In the estimates for the coming year an increase of salaries, amounting in all to \$3,800, is asked. It will illustrate the reasons for all to mention one, the superintendent of the Department buildings and disbursing clerk, to whose excellent service much of the saving in Department expenditures and its excellent condition are due. He gives bond in the sum of \$40,000, disburses annually \$800,000, has charge of nearly one hundred men, cares for the Department and three additional buildings, and ought to receive not less than \$3,000 salary, while he is paid but \$2,100. An increase of \$500 is asked in the salary of the chief clerk, the chief of post-office inspectors, the superintendent of the division of post-office supplies, the superintendent of railway adjustments, and the chief of the finance division; of \$300 in that of the chief of the salary and allowance division; of \$250 in that of the chief of the stamp division and the superintendent of the Dead-Letter Office; of \$200 for chief clerk of the Dead-Letter Office; of \$200 for engineer in the additional buildings. These additions would give the chief of inspectors \$3,500, the chief clerk \$3,000, and the chiefs and superintendents of divisions named \$2,500 each. The entire additional sum is not half of the saving effected in the contingent expenses of the Department last year. Were the postal service a private business no wiser first step could be taken. Justice and wisdom favor these moderate and suitable provisions, and it is to be sincerely hoped they may be made. The superintendent of the Railway Mail Service ought to be paid a much higher salary, because that officer must be of a class of men who command much better compensation by railroad corporations, and an assistant should be provided, with at least the superintendent's present salary.

I am very sure they to whom the following words are most due will recognize their thorough sincerity, however custom may give them a perfunctory appearance to others. And I should do violence to a deep feeling were I to omit to commend to you as worthy of the warm approbation of all good citizens who honor their faithful servants for deserving service, the officers, clerks, and employés of this Department. With the friendliest personal co-operation and patriotic zeal, free from the slightest interruption by any untoward sentiment, the officers of the Department have striven to carry forward all its attempts to benefit the service in its charge and have made my labor with them as agreeable as without them it would have been unprofitable. The clerks have been, with hardly an exception, diligent in duty, admirable in conduct, and as zealous for the success and good name of the Department as if it were a personal charge. The inspectors, though widely scattered, have maintained a constant interest in the common affairs, and contributed faithfully to strengthen and perfect the discipline and use-

fulness of the service. There have been but few instances among all these public servants of reprehensible conduct, and the reprehension of their associates has pursued with severe judgment every fault which might stain the Department's good report. In this spirit of fellowship to advance the public interests committed to our charge are to be found the springs of whatever measure of success has followed our exertions, and this is equally the pride and reward of all.

WILLIAM F. VILAS,
Postmaster General.

The PRESIDENT.

APPENDICES.

APPENDIX A.

TABLES EXHIBITING THE RELATIVE STANDING, AMOUNTS OF BUSINESS, AND SALARIES AND ALLOWANCES OF THE SEVERAL CLASSES AND GRADES OF POST OFFICES IN THE UNITED STATES.

TABLE A.—Tabulation of the number of post-offices in the United States at which the compensation of fourth-class postmasters ranges from \$10 to \$1,000, and salaries of Presidential postmasters range from \$1,000 to \$8,000 per annum.

States and Territories.	\$10	\$20	\$30	\$40	\$50	\$60	\$70	\$80	\$90	\$100	\$110	\$120	\$130
Alabama	156	240	183	121	111	97	65	46	30	37	35	21	19
Alaska	1	2	1										
Arizona	4	5	7	7	5	11	7	3	4	5	1	2	2
Arkansas	106	155	133	129	83	70	60	48	42	30	32	20	23
California	52	28	47	41	38	45	56	40	40	27	31	37	28
Colorado	22	15	27	27	20	21	30	19	20	12	14	22	9
Connecticut	2	4	10	8	18	10	15	12	10	8	13	15	16
Dakota	59	90	102	91	75	36	24	38	23	22	10	22	7
Delaware	2	6	14	3	8	0	8	12	3	7	5	3	1
District Columbia	2				1				1		1		1
Florida			42	50	38	38	23	39	22	20	12	23	16
Georgia	31	43	160	144	94	68	72	43	32	27	21	21	19
Idaho	12	10	18	15	11	8	12	9	4	5	9	11	4
Illinois	33	69	111	115	108	103	82	91	83	60	62	48	52
Indiana	44	107	121	141	144	140	114	70	85	62	51	51	42
Indian Territory	13	15	16	13	14	6	10	9	3	7	5	3	7
Iowa	38	67	85	87	68	66	69	62	41	53	47	39	31
Kansas	56	120	165	124	114	85	74	68	51	43	37	49	36
Kentucky	180	220	197	171	145	121	80	65	58	51	42	40	36
Louisiana	65	72	45	49	54	27	34	20	23	24	15	15	9
Maine	7	26	42	49	64	53	44	53	40	30	33	33	20
Maryland	29	44	54	64	77	61	60	55	44	37	38	33	22
Massachusetts	31	2	6	10	14	15	24	16	13	17	24	8	12
Michigan	36	79	91	90	80	85	74	54	52	42	58	48	46
Minnesota	83	95	95	81	62	40	38	36	41	25	27	26	24
Mississippi	91	137	97	89	84	56	55	43	26	35	11	22	15
Missouri	96	149	187	151	131	100	113	87	97	53	57	60	44
Montana	7		8	23	6	9	7	11	11	12	8	6	2
Nebraska	40	98	101	82	71	59	42	31	23	27	18	25	19
Nevada	1	8	2	7	8	4	6	5	6	3	4	4	2
New Hampshire	3	11	12	18	14	24	25	19	18	16	12	17	21
New Jersey	6	17	13	35	30	28	38	36	32	23	30	30	21
New Mexico	11	10	12	13	17	13	5	12	11	7	5	5	5
New York	59	86	112	148	133	148	143	134	135	114	104	86	64
North Carolina	382	419	281	183	136	99	70	59	64	21	26	23	23
Ohio	49	94	151	184	197	150	136	138	117	97	81	87	91
Oregon	32	39	49	36	19	27	28	33	13	17	10	18	19
Pennsylvania	72	160	240	240	270	266	218	196	184	109	128	100	112
Rhode Island		2	4	2	2	2	5	5	3	3	2	1	2
South Carolina	183	156	90	50	42	35	24	29	22	7	14	12	10
Tennessee	219	304	234	206	156	89	63	57	47	46	32	24	28
Texas	95	106	153	133	121	116	107	86	71	76	49	52	32
Utah	13	12	8	14	10	12	13	8	7	8	5	4	9
Vermont	6	6	9	16	10	16	15	20	18	17	23	17	16
Virginia	180	251	219	217	176	156	137	112	93	74	65	67	59
Washington Ter.	35	81	30	49	27	19	17	18	9	15	15	8	10
West Virginia	165	200	168	137	80	77	69	44	32	20	34	22	14
Wisconsin	38	83	118	94	95	92	60	46	67	50	35	30	37
Wyoming	7	6	6	6	9	4	9	5	3	1	3	7	2
Total	3,101	4,204	4,092	3,783	3,308	2,827	2,495	2,149	1,884	1,508	1,364	1,316	1,148

TABLE A.—*Tabulation of the number of post-offices in the United States, etc.—Continued.*

States and Territories.	\$140	\$150	\$160	\$170	\$180	\$190	\$200	\$210	\$220	\$230	\$240	\$250	\$260	\$270
Alabama	21	25	18	15	19	12	25	12	14	13	8	11	8	9
Alaska	1													
Arizona	1	4	2	6	2	1	3	2	4	1	1	2		1
Arkansas	22	11	9	16	16	14	16	8	7	12	10	3	9	11
California	18	33	23	13	19	24	16	24	20	11	6	14	17	11
Colorado	14	9	8	10	10	11	11	7	6	4	9	6	6	3
Connecticut	14	16	13	11	6	6	8	5	11	8	8	8	10	10
Dakota	16	12	7	14	16	6	6	6	14	16	14	9	7	4
Delaware	1	5	6	3		1	3	1	1			3		2
District of Columbia	1		1		1									
Florida	20	13	16	10	10	11	10	12	13	12	4	12	5	12
Georgia	14	20	21	17	18	21	43	12	9	9	15	6	9	6
Idaho	6	7	3	3	2	3		4	4	1	1			3
Illinois	45	41	43	33	29	33	40	36	35	26	27	37	24	29
Indiana	35	48	39	34	18	32	20	21	40	13	22	24	10	19
Indian Territory	3	3	1	3	2	1	5		1	1	5	1		
Iowa	37	24	29	20	24	26	17	20	18	17	25	17	15	20
Kansas	30	32	15	20	19	25	13	21	8	12	17	12	19	8
Kentucky	32	29	31	16	16	19	11	17	17	22	9	10	15	6
Louisiana	11	12	16	17	10	9	7	6	7	8	9	11	5	5
Maine	37	18	25	39	22	14	22	19	19	7	16	16	6	12
Maryland	21	17	15	18	8	15	16	8	10	11	6	6	8	9
Massachusetts	14	13	15	14	9	14	18	13	15	14	11	22	16	15
Michigan	28	32	31	39	22	27	22	23	26	22	19	24	16	22
Minnesota	29	15	17	15	17	9	13	16	14	10	10	9	9	9
Mississippi	14	16	14	8	10	17	15	10	6	10	4	11	10	8
Missouri	27	28	20	28	44	22	18	35	23	23	16	24	18	17
Montana	7	7	8	4	2	4		2	1	5	9	4	3	3
Nebraska	9	12	13	13	10	11		6	8	4	4	8	7	6
Nevada	3	2	3	3	5	3	3	1	3	3	2		1	3
New Hampshire	14	17	9	17	9	12	9	9	8	15	8	8	10	5
New Jersey	27	21	17	11	12	20	11	14	12	11	13	11	7	10
New Mexico		2	3	5	7	5		1	3	2	4	4	1	4
New York	80	61	67	68	65	64	54	56	72	59	34	49	43	50
North Carolina	29	17	20	18	10	17	17	9	20	12	12	10	11	4
Ohio	55	65	65	69	44	59	33	56	34	47	38	32	32	28
Oregon	3	15	16	4	7	11	5	8	3	5	4	4	3	5
Pennsylvania	101	92	92	72	62	58	51	69	59	55	47	52	40	34
Rhode Island	2	3	5	1	2	1	3	1	5	3	1	3	1	2
South Carolina	14	7	19	12	10	10	10	7	19	8	4	1	6	7
Tennessee	23	25	12	16	12	15	21	11	14	10	11	14	6	15
Texas	43	24	26	30	22	28	17	19	18	10	17	9	14	9
Utah	5	5	4	2	8	8	3	3	7	8	7	4	3	4
Vermont	11	9	17	11	12	8	14	13	14	7	12	8	11	7
Virginia	42	30	29	32	43	20	27	23	24	18	19	14	10	15
Washington Ter.	5	11	7	9	4	4	5	2	6	2	4	6	5	4
West Virginia	18	8	9	8	10	15	10	8	10	10	9	8	7	5
Wisconsin	34	35	25	32	16	22	32	26	19	15	25	23	12	16
Wyoming	2	4	4	6		1	2	1	2	1	1	3		1
Total	1030	946	886	847	741	761	717	684	700	599	561	570	490	481

TABLE A.—*Tabulation of the number of post-offices in the United States, etc.—Continued.*

States and Territories.	\$280	\$290	\$300	\$310	\$320	\$330	\$340	\$350	\$360	\$370	\$380	\$390	\$400	\$410
Alabama	8	5	8	4	6	4	4	4	5	2	3	2	3	2
Alaska	5	1												
Arizona	2	7	2	2		1	2		1		1	3	2	3
Arkansas	5	7	3	3	5	4	2	6	1	3	1	2	2	2
California	8	12	12	11	5	11	10	9	2	10	8	4	9	2
Colorado	7	7	3	2	5	5	6	1		2	2	2	1	1
Connecticut	4	6	5	9	1	6	5	3	1	4	2	3	3	3
Dakota	5	8	6	5	4	5	8	5	9		9	2	3	2
Delaware	2	1	1		2	1	1			1	1			
District of Columbia														
Florida	6	4	5	5	3	2	3	4	3	4	2	1	2	2
Georgia	12	4	5	6	5	5	6	2	4	5	6	3	4	4
Idaho	1	1		1	2	3	2	1	1	3		1		
Illinois	23	25	27	19	10	16	17	14	21	18	14	14	12	13
Indiana	15	10	13	14	19	11	11	10	7	12	9	8	3	4
Indian Territory	2	1	1	1	2		1			2			1	1
Iowa	18	11	10	19	11	12	11	13	11	7	11	11	14	9
Kansas	13	14	9	6	14	9	3	6	9	2	11	5	4	9
Kentucky	10	7	7	9	4	9	5	3	3	1	7		1	4
Louisiana	5	5	3	4	5	4	2	1	1	3	2	2	3	1
Maine	9	11	6	6	9	11	4	8	1	4	3	4	1	2
Maryland	3	6	6	4	1	3	6	2	4	2	1	4	3	3
Massachusetts	6	11	16	8	19	9	10	10	6	5	7	8	4	9
Michigan	12	14	17	12	9	16	11	8	15	7	10	6	3	3
Minnesota	11	8	13	11	5	8	5	5	6	4	8	4	4	3
Mississippi	8	5	7	3	4	6	2	2	1	5	3	5	3	
Missouri	14	15	15	11	10	6	12	13	14	9	11	5	3	6
Montana	2	4	5	3	2		1			1	2		1	3
Nebraska	7	7	3	9	7	6	4	3	5	9	2	4	2	6
Nevada	1			1	1				1		2	1		2
New Hampshire	9	5	4	5	4	1	5	8	7		1	2	6	5
New Jersey	8	11	7	6	8	8	3	8	3	5	4	7	4	2
New Mexico	1	2	2	2	1		1	1			1	1		
New York	27	28	27	35	29	18	21	25	25	17	17	19	15	13
North Carolina	2	10	7	3	10	4	3	6	1	4	3		4	3
Ohio	22	31	19	16	13	21	14	12	14	18	19	12	11	10
Oregon	4	3	3		3	4	1	6	2	2	1		3	3
Pennsylvania	24	36	27	14	24	21	19	18	23	22	13	16	10	19
Rhode Island	1	1		5	2	1	2	1	1	2	3			2
South Carolina	4	3	2	5	5	2	6	2		1	3	3	1	1
Tennessee	4	3	11	4	4	7	3	8	3		1	5	3	3
Texas	18	9	11	7	10	9	10	7	11	7	6	4	4	3
Utah	5	2	2	2	5	1	1	1	2	2	1	3	1	
Vermont	6	3	6	4	3	6	9	9	1	6	7	3		5
Virginia	9	4	19	11	9	8	4	7	4	2	3	1	3	3
Washington Ter.	4	4	1	3	4	4	2			2			2	1
West Virginia	8	2	3	2	3	5	7	3	3		4	1	2	1
Wisconsin	13	6	19	15	6	10	4	7	10	2	8	5	5	9
Wyoming		2		1		1	1						1	
Total	398	375	378	327	306	304	270	262	240	218	233	186	169	180

TABLE A.—*Tabulation of the number of post-offices in the United States, etc.—Continued.*

States and Territories.	\$420	\$430	\$440	\$450	\$460	\$470	\$480	490	\$500	\$510	\$520	\$530	\$540
Alabama	1		3	1	1	3	5	1	1				
Alaska		1											
Arizona	1	3	1	2							1		
Arkansas	3		3	3	2			2	2		1	2	1
California	1	5	6	2	2			2	3	1	2	1	1
Colorado	1	2	1	2	1	3	2	1	1	2	3	2	1
Connecticut	3	2	3		5	2		2	3	4	2	2	1
Dakota	4	4	3	1	2	3	2	3	3	3	3	3	2
Delaware					2				1		1		
District of Columbia									1	1			
Florida	4	2	2	1	2	1		1	1	3	1	1	
Georgia	1	4	3	4	3	3	1	2	2		2	3	4
Idaho	1	2	2	1	1	1							
Illinois	7	5	9	7	13	14	8	8	5	3	6	15	9
Indiana	8	9	4	3	6	3	8	5	5	4	8	2	2
Indian Territory	1										1		1
Iowa	9	15	8	7	8	4	9	7	5	7	7	5	7
Kansas	7	7	5	6	8	8	7	11	8	5	7	7	5
Kentucky	4	3	3	4	4	1	3	3	2	1	3	3	3
Louisiana	3		1	1	1	1		1	1		1	1	1
Maine	2	2	3	4	5	2	1	3		4	3	3	2
Maryland	4		3	3	1	2	3	1	2	1	1	1	
Massachusetts	3	2	2	5	5	8	2	3	1	1	7	5	5
Michigan	5	7	4	9	5	10	5	5	2	3	6	4	8
Minnesota	4	4	5	6	4	2	3	4	6	2	2	2	6
Mississippi	2	2	2	1	2	2		1	1		4	4	6
Missouri	7	6	2	9	3	2	5	7	4	2	4	8	3
Montana		3							1		1	1	1
Nebraska	2	7	3	3	3	2	4	1		4	2	1	
Nevada					1	1		1	1	1			
New Hampshire	5	4	3	4			1	2	3	2	3	3	
New Jersey	1	2	2	1	4	1	5	2	3	2	3	3	3
New Mexico	1							2			1	1	
New York	19	15	16	17	14	13	14	12	12	17	8	12	5
North Carolina	1		2	3	1	2		2	1		1	1	
Ohio	3	6	11	5	5	1	7	9	5	3	7	6	5
Oregon	4	2	1	3	1	1	2	1	2	1	2	2	3
Pennsylvania	13	10	19	13	5	5	7	10	6	8	9	8	9
Rhode Island	3			3				1	1				
South Carolina	2	2		1	2	2	3	1	1		1	1	
Tennessee	2	1	1	2		2	1	3	1		3	4	
Texas	5	4	2	11	6	5	4	4	3	5	1		10
Utah		1	1	1	1	2		2		1	1		1
Vermont	4	2	3	2	2	4	1	1	1	1	1	3	
Virginia	2	1	3	3	3	4	3	2	4	2	4		2
Washington Ter.	2	2						1	1	1		2	1
West Virginia	2	3		2		1	2		2	2	1		2
Wisconsin	8	5	7	4	4	2	6	1	2	5	7	4	2
Wyoming			3								1		
Total	166	154	154	159	140	124	150	133	117	103	121	118	115

TABLE A.—Tabulation of the number of post-offices in the United States, etc.—Continued.

States and Territories.	\$550	\$560	\$570	\$580	\$590	\$600	\$610	\$620	\$630	\$640	\$650	\$660	\$670	\$680	\$690
Alabama	2	1		1		2	1	1						1	
Alaska															
Arizona	1		2	1	1	1			1						
Arkansas			1	4	1	1			3					1	1
California	2	4	3	2	1	1	4	3	4	5	7			1	2
Colorado	1	1	1	1		3			1	2	1	1			1
Connecticut	2	2	1	1	3	5	2		2					2	2
Dakota	2		3	1	2	5	2	3	1	4				2	5
Delaware		1					1								1
District of Columbia															
Florida				1	1				1	2		2			1
Georgia	1	3	1	1	2	2	1		1					2	1
Idaho									1		1				1
Illinois	11	10	12	7	6	13	8	3	3	2	3	5	3	4	6
Indiana	6	8	4	3	5	1	1	3	4	1	2	2	2	3	4
Indian Territory		1								1					
Iowa	5	6	8	6	5	2	7	3	6	6	3	3	5	2	3
Kansas	6	3	4	10	3	5	2	1	5	2	5	2	5	6	5
Kentucky	4	2				1	1	2	1	1	1	1	1	1	1
Louisiana			2	1	1	1	1		1	1	2	3	1	1	
Maine		3	2	1	1	1	1		2	2	3	2	2	1	
Maryland		2	2		1	2		2		1	2	1		2	
Massachusetts	5	4	3	4	3	2	4	1	3	6	2	2	3		3
Michigan	7	5	6	7	5	4	2	3	3	3	2	1	3	5	2
Minnesota	1	6	3	2	2		3		2	2	1	4	4	3	2
Mississippi	1	4				2		1	1	1		1	1	2	1
Missouri	2	6	4	5	3	5	4	5	5	2	3	1	3	2	3
Montana	3	3					1							1	
Nebraska	4	3	3	5	1	3	2	4	1	2	3	2	6	3	4
Nevada		1	2	1				1	1						
New Hampshire	1	1	2		1	2		1	2	1	2	1		1	
New Jersey	1		4	1	4	6		1		1	1		1	1	3
New Mexico	1	2													
New York	12	13	9	12	11	2	5	10	5	4	7	3	5	2	3
North Carolina			2	2	2	1	1	1	1	2	2	2	2	1	2
Ohio	5	3	2	6	5	4	3	3	9	4	6	3	5	1	5
Oregon				2						1	1				3
Pennsylvania	6	8	7	5	2	3	10	9	3	6	5	1	5	4	3
Rhode Island		2	1	1	1	1									
South Carolina	1	1	1	1		1	1			2		1	3		
Tennessee	1		1		3			1	1			2	1	1	2
Texas	6	5	1	2	1	2	3	1	3	2	3	2	3	1	3
Utah				1					1	1			2		
Vermont		1		2		1	1	1	2	1	3	1	1	1	
Virginia	1	3	2	3	2	2	1	1		2		2	1	3	1
Washington Ter.				1		1		2				1		2	2
West Virginia	1	2	1		1		1			1			1		
Wisconsin	3	2	2		1	5	1	4	2			4	1	8	3
Wyoming	1			1	1				1						
Total	106	122	99	112	78	94	75	71	82	73	77	52	74	70	73

TABLE A—Tabulation of the number of post-offices in the United States, etc.—Continued.

States and Territories.	\$700	\$710	\$720	\$730	\$740	\$750	\$760	\$770	\$780	\$790	\$800	\$810	\$820	\$830
Alabama	1					1		1	2		2		1	
Alaska														
Arizona					1				2					
Arkansas		1			3			1						1
California	2	2	3	4	2		3	1	1				2	
Colorado		1					1	1			2	1		
Connecticut	1		2	1	1		4	2	1		2	1	2	1
Dakota	3	2	1	2	2	1	1	3	5	2	3	1	1	1
Delaware		1				1								
District of Columbia														
Florida		1	1	2			1	1		2	1			1
Georgia	1		1	3									1	
Idaho	1		2		1	1								
Illinois	10	8	4	6	3	2	3	2	2	2	3	6	5	3
Indiana	1	2	4	1	2	2		2			1	1		
Indian Territory		2			1	1		1						
Iowa	3	7	4	4	5	2	2	3	7	3	2	3	3	2
Kansas		4	1	2	3	1		2	1	6	2	2	4	7
Kentucky	4				4	1					2	2	1	
Louisiana	1				1	2					1		2	1
Maine	1				1	1			2	2		2	2	1
Maryland		1				1		1					1	1
Massachusetts	5	1	3	4			3	3	4	3	4	3	3	1
Michigan	3	4	3	5	2	3	3		4	2	4	2	3	2
Minnesota	1	5	2	4	3	4	4	1			2	1		1
Mississippi		1	1	2	2	2	2							
Missouri	1	1	3	1	2	2	1	3	2	1	2	4	2	1
Montana		1		2	1				1					
Nebraska		2	3	3		1		3	3	1	4	1	1	4
Nevada	1									1				
New Hampshire			1	1	1		1				1			
New Jersey	4	1		4	2	1	1		1	2	1	1	1	2
New Mexico				1										
New York	3	5	5	2	7	7	1	7	5	2	5	4	5	5
North Carolina		1	1		1		1	2	2	2	1			
Ohio	4	3	3	1	5	3	3	3	3		3	7	4	3
Oregon		2				1	1	1						
Pennsylvania	7	5	6	4	5	2	3	3	1	4	6	4	3	3
Rhode Island	1						2							
South Carolina	1	2			1	1								
Tennessee	3		1	1								1		
Texas	3	2	4	1	2			3	4	1	4	1	2	1
Utah		1	1		1	1								
Vermont	1		1		1	2			1					
Virginia		1	1		2	2							1	
Washington Ter.	1				1	1	1							
West Virginia	1	1		1	1	1	1	1				1		
Wisconsin		2	3	1	3	1		2	3		1		2	
Wyoming		1	1											
Total	69	74	66	62	71	50	46	50	60	30	59	48	53	42

TABLE A.—*Tabulation of the number of post-offices in the United States, etc.—Continued.*

States and Territories.	\$840	\$850	\$860	\$870	\$880	\$890	\$900	\$910	\$920	\$930	\$940	\$950	\$960	\$970
Alabama		1							1	1	1	1	2	3
Alaska														
Arizona			1											
Arkansas	1						1	1	1			1		1
California	1	1	1	2		4		1	3	1	1	1	1	1
Colorado			1	2				1						
Connecticut		1			3			2	3	1				
Dakota			3			1	2	1	1	2		1	2	1
Delaware					1							1		
District of Columbia														
Florida	1		2	1				1	1				2	1
Georgia		2		1		1	2			1		1		1
Idaho	1													
Illinois	2		2	1	2		3	6		7	3	3	3	3
Indiana		3	1				1	1					1	
Indian Territory														
Iowa	3	3	7	1	4		1	2	2	3		2	4	2
Kansas	1	1	1	3	1	2	4	3	3		2	5	2	3
Kentucky	1		1		1	1	1						1	1
Louisiana	1	2	1	2	1				2		2			1
Maine	1	1	1	1	1		1		2	2		1	1	2
Maryland	1		1					1						1
Massachusetts	4	3	2	4	1	2	1	3	3	2		1	2	1
Michigan	2	2			5	3	2	2	4	1	5	1	4	2
Minnesota			1	2			3	2		4	1	1	1	1
Mississippi	3				1					1			1	
Missouri	2	2	2	1	1	5	3			1	2		2	2
Montana					1		1							
Nebraska	1	3	2	1	4	2	2	3	1	1	1		3	2
Nevada														
New Hampshire		2		2		1		1		1	2	1	1	1
New Jersey					1								1	1
New Mexico			1								1			
New York	3	3	1	6	4	2	3	5	1	9	7	2	4	3
North Carolina	1	1								1		2	2	
Ohio		2		4	2	2	4	3			1	2	2	2
Oregon		1			1					1				
Pennsylvania	4	4	3	1	7	1	4	2	2		4	3	1	1
Rhode Island					1			1	1					
South Carolina	1		1		1						1		1	
Tennessee			1	1				1				1	1	1
Texas	1			3	2	2	2						1	
Utah														
Vermont		1		1	1		2				2		2	1
Virginia	1	1			3	1	2	1		1			1	
Washington Ter														
West Virginia	1		1											
Wisconsin	2		3		1	2		2	1		2	5	4	
Wyoming							1					1		
Total	40	40	42	40	53	33	47	44	35	43	38	37	54	34

TABLE A.—Tabulation of the number of post-offices in the United States, etc.—Continued.

States and Territories.	\$980	\$990	\$1,000	\$1,000	\$1,100	\$1,200	\$1,300	\$1,400	1,500	\$1,600	\$1,700	\$1,800
Alabama				2	3	2		4	1		3	
Alaska												
Arizona		1	1							2	1	
Arkansas		1	10	4	1				1	1	1	
California		1	11	7	6	6	4	6	7	5	6	3
Colorado	1		8	2	5			4	3	6	2	1
Connecticut	2	1	14	4	8	1	2	7	6	6	2	3
Dakota	1	2	5	4	8	3	7	9	3	1	2	2
Delaware			3			2	1	1			1	
District of Columbia												
Florida			2	1	1		1	1	2	1	3	2
Georgia		1	3	2	4	3	2	3	2	3	2	
Idaho			4	1	1	1	1	1			1	
Illinois	4	4	19	21	17	22	17	21	15	15	11	7
Indiana			17	7	7	7	7	10	11	6	6	5
Indian Territory	1		1									
Iowa	1	4	16	13	8	13	7	17	19	11	9	4
Kansas	1	3	30	18	12	8	5	11	12	8	12	8
Kentucky			6	2	7	3	4	2	3	4	2	3
Louisiana				3	1	2	1	1	1		1	
Maine			4	8	4	3	1	5	2	3	3	1
Maryland		1	4	2		4	3	3	1		1	
Massachusetts	2	3	20	7	10	7	11	11	15	12	11	7
Michigan	5	3	21	17	11	7	4	14	9	10	9	4
Minnesota		2	10	6	9	5	2	5	2	3	6	1
Mississippi			5	4	5	3		4	2		1	1
Missouri	2	5	7	12	18	9	4	3	6	6	6	6
Montana	4			3		1	1	4	1	1	1	
Nebraska	2		12	14	11	8	10	4	10	5	3	1
Nevada		1		1	2				1		1	2
New Hampshire			5	4	4	3	2	3	3	3	3	1
New Jersey	1	2	13	2	5	3	2	7	6	9	6	6
New Mexico			3				2	1	2	2		1
New York	2	2	37	18	17	22	17	15	27	15	17	9
North Carolina		1	3	2	3	1	2	4	2	1	1	2
Ohio	1	6	18	15	11	12	6	9	15	6	7	9
Oregon			4	3	1			3	3	1		1
Pennsylvania	1	1	35	15	17	9	13	11	17	12	17	11
Rhode Island		1	4			2				3		1
South Carolina		1	2	3	1	3	1	3	1	1	1	
Tennessee			9	2	4	6	1	3	2	1		2
Texas			26	6	7	11	3	11	11	1	8	3
Utah				1	1					1		
Vermont	3		2		2	3	1	6	4	1	1	
Virginia	1		5	4	1	2	1	6	4	2	1	1
Washington Ter				2	2	1	1	1	2			1
West Virginia		1	5	2	2	3	1	1	2	1		
Wisconsin	1		13	5	10	6	6	10	8	6	6	4
Wyoming		1	1		1			2				1
Total	36	49	418	249	248	207	161	247	242	176	174	114

TABLE A.—*Tabulation of the number of post-offices in the United States, etc.—Continued.*

States and Territories.	\$1,900	\$2,000	\$2,100	\$2,200	\$2,300	\$2,400	\$2,500	\$2,600	\$2,700	\$2,800	\$2,900	\$3,000
Alabama						1		1	1		1	
Alaska												
Arizona		1										
Arkansas	2		1		1					1		
California		5	2				1		1			1
Colorado	1	2			1	1		1				
Connecticut		1	3		1	1	4			3		
Dakota		3	1	1	1	1		1				
Delaware												
District of Columbia												
Florida	1	2		1								1
Georgia												
Idaho	2		1			1			1	1		
Illinois	5	5	2	3	2	3	4	2	1	1	3	1
Indiana	4	4	3	1	1	2		1	1	1	2	
Indian Territory												
Iowa	5	3	1		1	3	2	2		2	2	2
Kansas	2	2	3	3	1	1	2	1	3			
Kentucky	1	1	1		2	1		1	1			
Louisiana			1									
Maine		2	2	1			1			1		
Maryland				2	2							
Massachusetts	6	3	3	1		5	2	4	5			1
Michigan		3	7	2	2	3	1	2	2	2		
Minnesota	1		1	2	1	1	1	1				
Mississippi		1		2			1					
Missouri	1	1	2			1	1					
Montana								1				
Nebraska		2	1		3							1
Nevada												
New Hampshire				2	1	1		1	1			
New Jersey	3	1	1	1	2	2	2	2		2		
New Mexico			2									
New York	10	6	5	6	9	5	3	3	4		2	1
North Carolina	2	1				1	1	1				
Ohio	9	6	8	2	6	4	2		3			
Oregon				1								
Pennsylvania	1	2	4	6	5	7	1	3	2	2	2	2
Rhode Island			1		1			1	1			
South Carolina		1	1				1		1			
Tennessee	1									2		
Texas	2	1	1	1	1		1		1	3		1
Utah					1	1				1		
Vermont	1	2			1	1	1		1	1		
Virginia	3				1	2	1		1		1	1
Washington Ter			2			1			1			
West Virginia				1	1						1	
Wisconsin	2	2		1		2	2	2	2			
Wyoming						1						
Total	65	63	58	40	46	51	35	31	35	19	14	12

TABLE A.—*Tabulation of the number of post-offices in the United States, etc.—Continued.*

States and Territories.	\$3, 100	\$3, 200	\$3, 300	\$3, 400	\$3, 500	\$3, 600	\$3, 700	\$3, 800	\$3, 900	\$4, 000	\$5, 000	\$6, 000
Alabama												
Alaska												
Arizona												
Arkansas												
California	2										1	
Colorado												
Connecticut	1			2								
Dakota												
Delaware	1											
District of Columbia											1	
Florida												
Georgia												
Idaho		1	1									
Illinois		1										1
Indiana					1							
Indian Territory												
Iowa			1									
Kansas		1										
Kentucky						1						
Louisiana							1					
Maine	1		1									
Maryland										1		
Massachusetts	1	2	1									1
Michigan		1					1					
Minnesota						2						
Mississippi							1					
Missouri		1					1					1
Montana												
Nebraska				1								
Nevada												
New Hampshire												
New Jersey	1	1		1								
New Mexico												
New York	3		1	1	1	1		1	1			
North Carolina												
Ohio		2		2			1					1
Oregon		1										
Pennsylvania	1						1					1
Rhode Island					1							
South Carolina		1										
Tennessee			2									
Texas	1											
Utah												
Vermont												
Virginia				1								
Washington Ter												
West Virginia												
Wisconsin						1						
Wyoming												
Total	12	12	7	9	3	6	4	1	1	1	2	5

Whole number of post-offices July 1, 1887..... 55, 143
 Less number of non-reporting offices..... 331
 Total reporting..... 54, 810
 Salary of postmaster at New York City, N. Y..... \$8, 000

TABLE B.—Comparative statement of stamps sold and compensation at Presidential and fourth-class post-offices for the fiscal year ended June 30, 1884.

THIRD QUARTER, 1883.

States and Territories.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama	35,723.49	\$8,800.00	35,530.41	\$30,756.14
Alaska			85.76	153.73
Arizona	8,199.27	2,525.00	7,115.33	6,954.96
Arkansas	23,759.71	7,067.93	31,439.40	26,239.11
California	199,210.32	21,675.00	70,422.73	51,637.36
Colorado	70,160.75	17,635.00	24,902.28	21,011.78
Connecticut	148,377.82	24,325.00	40,079.62	31,450.40
Dakota	41,564.51	11,955.44	41,594.03	30,557.38
Delaware	16,382.12	2,725.00	7,523.17	5,734.48
District of Columbia	64,597.05	1,000.00	797.60	278.47
Florida	18,007.23	5,300.00	20,052.67	16,970.08
Georgia	78,257.09	12,635.00	42,662.29	34,836.02
Idaho	3,149.82	1,475.00	9,170.90	7,104.44
Illinois	760,327.26	79,550.00	133,434.21	107,268.71
Indiana	181,344.53	39,500.00	89,144.22	65,533.63
Indian Territory			6,298.89	4,454.90
Iowa	266,940.12	55,675.00	107,218.28	83,373.82
Kansas	108,895.11	33,200.00	70,439.94	55,118.26
Kentucky	114,376.81	14,357.00	51,476.20	42,444.78
Louisiana	71,990.58	5,950.00	21,175.47	10,423.93
Maine	73,693.02	14,725.00	63,962.13	49,440.37
Maryland	152,000.51	7,600.00	36,675.36	29,546.86
Massachusetts	405,098.81	60,250.00	80,340.72	65,674.30
Michigan	232,367.31	41,775.00	96,533.11	85,773.40
Minnesota	143,474.07	21,175.00	54,763.08	43,043.15
Mississippi	22,031.76	8,875.00	32,586.52	27,210.78
Missouri	354,373.48	30,000.00	95,508.41	73,468.60
Montana	14,084.19	5,170.00	11,130.14	8,313.57
Nebraska	67,913.25	16,700.00	43,300.54	34,564.88
Nevada	7,850.19	4,800.00	6,668.85	5,681.88
New Hampshire	44,380.71	11,075.00	41,921.66	31,539.11
New Jersey	177,538.10	27,350.00	53,519.79	40,340.13
New Mexico	9,814.13	2,834.79	9,322.88	8,403.26
New York	1,659,829.94	96,331.00	218,793.36	171,794.73
North Carolina	27,463.02	7,025.00	46,516.71	36,803.86
Ohio	511,037.02	63,050.00	136,634.87	110,669.83
Oregon	28,575.56	5,125.00	17,623.18	11,589.54
Pennsylvania	791,136.01	66,450.00	199,059.41	155,199.84
Rhode Island	63,862.79	6,125.00	11,466.21	8,175.70
South Carolina	30,404.22	7,100.00	27,769.27	21,246.14
Tennessee	76,067.03	10,000.00	45,250.67	35,856.98
Texas	127,341.74	29,351.00	71,580.72	60,250.93
Utah	13,938.78	2,875.00	12,278.86	10,069.40
Vermont	36,353.51	10,700.00	36,726.19	29,018.57
Virginia	83,851.76	13,450.00	72,268.10	58,336.44
Washington Ter.	10,097.92	3,625.00	11,319.35	9,262.32
West Virginia	24,200.34	5,450.00	31,310.24	24,318.11
Wisconsin	194,943.63	33,100.00	77,763.45	59,814.57
Wyoming	5,736.05	2,000.00	5,725.30	4,254.36
Total	7,564,468.80	965,172.16	2,453,829.36	1,942,005.09

TABLE B.—Comparative statement of stamps sold and compensation at Presidential and fourth class post-offices for the fiscal year ended June 30, 1884—Continued.

FOURTH QUARTER, 1883.

States and Territories.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama	\$41,361.50	\$9,769.74	\$38,467.52	\$38,484.01
Alaska			67.11	86.23
Arizona	6,667.50	2,325.00	8,259.42	6,880.10
Arkansas	25,454.97	6,811.71	35,831.32	25,474.95
California	228,540.67	23,075.00	67,964.11	46,471.93
Colorado	73,867.37	13,425.00	26,939.06	20,001.77
Connecticut	157,522.21	24,700.00	59,097.80	27,914.44
Dakota	44,087.47	12,744.59	41,289.24	29,061.65
Delaware	17,163.97	2,000.00	7,052.46	4,945.95
District of Columbia	72,928.13	1,250.00	774.11	358.54
Florida	29,473.75	5,375.00	25,275.60	17,123.72
Georgia	88,749.64	12,600.00	45,047.67	32,047.06
Idaho	2,519.73	1,175.00	19,067.81	6,791.18
Illinois	758,590.65	74,640.00	156,587.49	105,487.40
Indiana	176,281.93	37,950.00	83,266.35	62,454.75
Indian Territory			6,711.02	4,432.06
Iowa	216,632.02	53,360.00	114,289.28	81,272.85
Kansas	117,955.04	33,075.00	75,761.89	53,523.39
Kentucky	122,626.75	14,700.00	51,367.36	38,421.03
Louisiana	82,655.78	5,725.00	24,448.59	18,874.81
Maine	89,845.98	13,850.00	69,885.17	43,366.02
Maryland	144,987.67	8,300.00	32,797.97	24,584.37
Massachusetts	642,366.12	61,125.00	85,389.98	44,464.89
Michigan	249,923.97	47,300.00	104,846.97	74,761.41
Minnesota	150,213.72	29,700.00	58,887.48	41,838.59
Mississippi	27,112.51	9,250.00	35,044.08	25,210.67
Missouri	349,747.96	29,350.00	101,565.10	72,142.19
Montana	15,685.16	4,550.00	12,222.46	8,668.18
Nebraska	77,489.17	17,500.00	49,628.21	34,675.70
Nevada	8,739.74	3,750.00	6,897.40	5,168.81
New Hampshire	47,201.57	12,600.00	33,817.99	23,760.68
New Jersey	111,704.42	28,250.00	46,018.11	33,572.46
New Mexico	11,367.43	3,665.22	9,828.28	7,745.89
New York	1,863,813.39	93,000.00	294,511.44	146,964.91
North Carolina	31,717.34	9,275.00	45,953.48	31,788.09
Ohio	529,362.73	64,610.44	143,633.43	105,997.14
Oregon	39,858.55	4,925.00	29,782.81	15,169.79
Pennsylvania	769,539.24	68,675.00	267,219.10	149,021.74
Rhode Island	79,471.52	5,650.00	9,597.17	6,893.03
South Carolina	36,500.05	7,100.00	29,030.41	20,089.55
Tennessee	83,828.37	10,625.00	47,074.15	33,876.97
Texas	425,582.76	28,375.00	92,056.02	56,933.16
Utah	13,871.52	2,375.00	12,864.10	9,717.32
Vermont	31,282.03	9,675.00	41,164.01	27,079.48
Virginia	87,906.54	13,400.00	98,878.69	51,134.98
Washington Ter.	13,770.99	3,665.22	13,249.31	9,279.44
West Virginia	24,411.34	5,475.00	31,691.07	22,454.85
Wisconsin	177,139.57	33,150.00	78,404.68	56,313.36
Wyoming	6,521.96	1,775.00	5,515.44	4,116.77
Total	8,111,149.09	943,741.89	2,551,575.46	1,788,259.11

TABLE B.—Comparative statement of stamps sold and compensation at Presidential and fourth-class post-offices for the fiscal year ended June 30, 1884—Continued.

FIRST QUARTER, 1884.

States and Territories.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama.....	\$36,624.59	\$9,150.00	\$40,476.15	\$30,590.35
Alaska.....			254.42	159.92
Arizona.....	6,482.37	2,325.00	7,911.47	6,805.20
Arkansas.....	24,981.47	6,492.70	40,515.94	28,352.40
California.....	209,075.67	24,367.58	65,465.19	45,918.42
Colorado.....	62,883.26	13,950.00	25,998.22	17,914.80
Connecticut.....	194,044.55	24,075.00	40,977.41	28,490.07
Dakota.....	31,168.06	11,000.00	48,220.65	32,228.43
Delaware.....	16,045.70	2,800.00	7,045.32	5,234.24
District of Columbia.....	68,129.35	1,250.00	770.34	292.39
Florida.....	26,985.66	5,375.00	28,166.56	19,779.36
Georgia.....	80,356.62	13,000.00	45,921.33	33,659.43
Idaho.....	2,136.49	1,075.00	9,877.98	7,024.36
Illinois.....	754,905.21	75,900.00	134,912.46	112,226.41
Indiana.....	179,799.75	38,300.00	88,808.83	68,038.11
Indian Territory.....			6,713.50	4,733.04
Iowa.....	206,311.12	53,225.00	120,001.51	84,896.66
Kansas.....	116,902.07	33,740.00	91,010.21	60,769.20
Kentucky.....	104,595.14	15,025.00	55,315.64	40,799.47
Louisiana.....	73,845.40	5,650.00	23,060.33	18,624.94
Maine.....	62,022.85	15,074.96	53,972.85	40,980.32
Maryland.....	151,550.11	8,300.00	37,059.86	27,184.06
Massachusetts.....	608,448.13	53,450.00	69,932.71	52,142.00
Michigan.....	228,302.64	48,025.00	100,217.03	73,421.16
Minnesota.....	136,082.34	21,000.00	61,077.72	44,800.45
Mississippi.....	24,969.00	9,400.00	34,807.92	25,748.14
Missouri.....	356,050.69	29,400.00	104,545.45	77,807.18
Montana.....	13,539.38	4,700.00	12,591.98	8,689.83
Nebraska.....	75,558.32	10,125.00	59,537.49	38,025.77
Nevada.....	7,718.89	3,750.00	6,417.74	5,142.78
New Hampshire.....	43,880.39	12,500.00	32,012.21	23,369.09
New Jersey.....	168,326.89	27,875.00	49,812.84	35,106.19
New Mexico.....	9,330.58	3,225.00	10,264.58	8,159.54
New York.....	1,698,258.00	95,561.17	191,083.04	146,741.65
North Carolina.....	31,022.61	8,425.00	49,784.12	35,022.65
Ohio.....	509,696.00	60,920.00	149,893.98	112,284.78
Oregon.....	26,347.54	4,925.00	21,779.62	15,753.79
Pennsylvania.....	759,919.41	68,925.00	207,368.86	151,030.69
Rhode Island.....	62,094.41	3,650.00	8,896.43	6,798.61
South Carolina.....	35,311.60	7,125.00	28,622.18	20,947.27
Tennessee.....	79,635.18	11,000.00	59,425.26	36,402.40
Texas.....	124,000.65	28,928.30	24,282.11	59,699.98
Utah.....	12,085.79	3,575.00	13,568.13	10,290.04
Vermont.....	36,801.98	11,200.00	34,333.74	26,707.38
Virginia.....	82,542.22	13,400.00	74,613.25	54,878.31
Washington Ter.....	13,556.69	3,850.00	14,081.22	10,364.63
West Virginia.....	23,376.88	5,800.00	32,238.21	23,549.81
Wisconsin.....	155,361.76	32,675.00	86,495.44	61,038.20
Wyoming.....	5,779.35	1,775.00	5,467.27	4,164.65
Total.....	7,711,416.47	952,209.71	2,550,664.49	1,883,447.41

TABLE B.—Comparative statement of stamps sold and compensation at Presidential and fourth-class post-offices for the fiscal year ended June 30, 1884—Continued.

SECOND QUARTER, 1884.

States and Territories.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama	\$31,863.26	\$9,125.00	\$38,896.53	\$30,256.24
Alaska			37.65	45.80
Arizona	5,507.56	2,325.00	8,295.89	6,746.89
Arkansas	23,348.92	7,400.00	35,305.13	27,345.05
California	195,341.03	24,325.00	62,869.18	45,898.11
Colorado	60,959.05	14,775.00	22,419.64	17,895.04
Connecticut	139,293.47	24,200.00	36,008.30	27,363.67
Dakota	35,503.87	13,200.00	51,202.56	34,780.37
Delaware	14,926.17	2,900.00	7,385.22	5,261.29
District of Columbia	68,156.39	1,250.00	898.57	399.07
Florida	21,294.91	5,675.00	22,982.28	17,593.59
Georgia	69,460.54	12,675.00	42,443.26	32,559.66
Idaho	2,115.70	1,075.00	9,914.57	6,698.61
Illinois	705,211.11	75,150.00	207,548.83	144,760.43
Indiana	161,033.51	37,745.00	80,259.67	63,550.00
Indian Territory			6,606.56	4,911.77
Iowa	188,049.29	53,470.00	105,406.74	70,097.90
Kansas	112,041.85	33,150.00	78,801.83	58,535.56
Kentucky	130,324.21	21,875.00	26,295.37	24,344.06
Louisiana	66,792.19	5,650.00	21,893.86	19,173.22
Maine	72,825.71	14,050.00	55,350.10	41,972.18
Maryland	136,938.44	8,900.00	22,543.72	25,533.37
Massachusetts	567,593.93	53,925.00	76,414.85	53,056.84
Michigan	238,896.19	48,825.00	90,956.18	70,811.98
Minnesota	198,350.42	21,425.00	53,807.80	41,074.06
Mississippi	20,933.51	0,300.00	33,535.17	25,661.95
Missouri	235,085.85	31,275.00	98,776.80	73,692.70
Montana	13,813.28	5,995.00	11,370.64	8,099.62
Nebraska	71,463.26	16,875.00	51,953.23	37,931.42
Nevada	7,221.77	3,750.00	6,611.19	4,928.96
New Hampshire	41,465.66	12,050.00	20,944.56	23,890.01
New Jersey	150,681.11	28,525.00	45,839.21	36,541.69
New Mexico	8,247.96	3,225.00	9,344.50	7,994.12
New York	1,613,443.22	94,000.00	225,505.05	149,515.00
North Carolina	29,488.71	9,375.00	45,876.79	32,774.91
Ohio	481,659.51	62,650.00	135,081.37	105,069.14
Oregon	25,044.05	4,925.00	20,199.52	15,139.62
Pennsylvania	638,438.79	72,125.00	267,615.56	141,114.85
Rhode Island	60,949.22	5,550.00	8,639.78	7,532.12
South Carolina	27,619.73	7,000.00	26,072.97	19,939.49
Tennessee	73,066.56	10,800.00	48,343.73	35,965.05
Texas	109,112.15	19,125.00	79,273.54	68,858.56
Utah	11,219.43	2,575.00	13,252.09	10,286.87
Vermont	24,478.66	11,100.00	45,895.98	25,872.92
Virginia	74,911.36	13,400.00	69,718.99	54,044.42
Washington Ter	12,711.24	4,150.00	13,386.51	10,345.35
West Virginia	22,375.08	8,675.00	30,255.44	22,690.71
Wisconsin	147,285.29	32,900.00	71,918.92	51,937.56
Wyoming	5,727.20	1,775.00	5,295.09	4,051.41
Total	7,180,442.82	961,635.00	2,550,572.95	1,870,167.80

Summary for fiscal year ending June 30, 1884.

	Value of stamps sold.	Compensation of postmasters.	Percentage of value of stamps—	
			Received by Government.	Received by postmaster.
Presidential	\$30,567,417.18	\$3,622,758.70	.8745	.1255
Fourth class	10,121,442.29	7,484,868.91	.2677	.7323
	40,688,859.44	11,307,627.67	.7222	.2778

TABLE C.—Comparative statement of stamps sold and compensation at Presidential and fourth-class post-offices for the fiscal year ended June 30, 1885.

THIRD QUARTER, 1884.

States.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama.....	\$31,103.89	\$8,225.00	\$35,417.41	\$28,011.01
Alaska.....			56.22	54.42
Arizona.....	5,254.30	2,400.00	7,591.75	6,171.11
Arkansas.....	21,733.67	6,675.00	30,626.47	24,760.49
California.....	200,347.89	23,675.00	60,817.22	45,683.55
Colorado.....	58,486.68	13,775.00	21,189.97	17,754.20
Connecticut.....	136,209.98	24,400.00	36,358.79	27,852.63
Dakota.....	37,499.61	15,159.78	41,020.80	31,412.10
Delaware.....	15,171.21	2,800.00	7,044.96	5,340.30
District of Columbia.....	79,688.20	1,250.00	642.41	308.48
Florida.....	17,808.94	5,800.00	22,426.79	17,072.41
Georgia.....	70,998.56	12,100.00	40,308.38	31,572.68
Idaho.....	2,448.31	1,300.00	10,596.31	7,478.92
Illinois.....	697,875.96	74,514.40	121,968.52	98,871.08
Indiana.....	161,917.33	36,999.00	72,498.16	59,943.87
Indian Territory.....			6,201.60	4,583.95
Iowa.....	188,982.04	51,450.00	94,065.12	75,206.62
Kansas.....	118,269.56	34,700.00	72,872.08	56,686.20
Kentucky.....	105,244.70	15,725.00	49,468.71	40,048.59
Louisiana.....	64,475.36	4,800.00	21,485.11	18,329.92
Maine.....	75,190.84	14,600.00	56,547.92	43,164.86
Maryland.....	141,444.68	8,225.00	34,607.14	29,786.25
Massachusetts.....	554,204.95	52,500.00	76,092.34	55,946.82
Michigan.....	216,640.97	45,975.00	97,974.98	71,142.11
Minnesota.....	140,721.35	20,550.00	49,287.60	39,441.00
Mississippi.....	19,994.52	8,240.49	30,735.16	24,522.83
Missouri.....	392,023.86	30,425.00	88,877.01	69,437.21
Montana.....	12,200.95	4,500.00	10,990.17	8,247.05
Nebraska.....	72,045.23	18,475.00	46,587.57	35,704.07
Nevada.....	6,836.49	3,325.00	6,615.48	4,877.92
New Hampshire.....	44,209.78	12,225.00	36,748.82	27,790.61
New Jersey.....	161,510.90	28,275.00	49,418.69	36,745.33
New Mexico.....	7,702.11	9,125.00	8,916.17	7,575.50
New York.....	1,458,255.70	87,025.00	292,089.15	159,095.03
North Carolina.....	29,036.98	9,250.00	41,186.32	31,833.44
Ohio.....	471,023.83	60,450.00	125,754.36	100,975.96
Oregon.....	25,955.40	5,525.00	16,480.41	13,540.34
Pennsylvania.....	678,676.54	89,025.00	176,142.31	135,357.80
Rhode Island.....	61,860.40	5,625.00	40,753.46	7,422.73
South Carolina.....	27,204.95	6,413.65	25,453.70	19,565.91
Tennessee.....	74,073.53	10,875.00	43,912.98	33,982.12
Texas.....	111,559.23	30,186.96	67,382.97	54,038.67
Utah.....	11,304.58	2,275.00	11,932.55	9,779.44
Vermont.....	34,167.44	10,600.00	34,089.11	25,896.64
Virginia.....	79,412.27	14,175.00	68,919.01	54,288.28
Washington Ter.....	10,631.84	4,000.00	11,566.49	9,522.76
West Virginia.....	23,407.52	9,150.00	29,337.11	22,675.65
Wisconsin.....	163,424.59	33,225.00	54,455.39	54,419.06
Wyoming.....	5,563.58	1,775.00	4,884.91	3,804.63
Total.....	7,085,399.84	943,265.28	2,359,345.56	1,786,582.47

TABLE C.—Comparative statement of stamps sold and compensation at Presidential and fourth-class post-offices for the fiscal year ended June 30, 1895.

FOURTH QUARTER, 1894.

States and Territories.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama.....	\$38,296.96	\$8,825.00	\$39,585.43	\$31,251.57
Alaska.....			129.58	114.88
Arizona.....	4,948.25	1,950.00	8,672.12	7,142.59
Arkansas.....	26,058.81	7,725.00	35,649.23	27,242.57
California.....	219,871.84	24,675.00	66,714.82	47,226.02
Colorado.....	63,933.56	13,800.00	23,066.43	18,304.60
Connecticut.....	147,397.25	23,975.00	37,837.66	28,118.19
Dakota.....	40,460.80	15,250.00	46,440.95	34,121.76
Delaware.....	16,061.29	2,800.00	7,143.98	5,321.31
District of Columbia.....	70,996.30	1,250.00	1,112.12	362.96
Florida.....	24,446.24	6,150.00	28,723.68	20,827.02
Georgia.....	86,017.41	12,100.00	45,001.44	34,369.29
Idaho.....	3,689.50	1,650.00	10,800.21	7,409.12
Illinois.....	748,177.18	74,475.00	118,288.75	104,683.86
Indiana.....	165,901.41	37,450.00	76,184.15	61,461.05
Indian Territory.....			7,009.88	4,931.06
Iowa.....	200,748.41	52,175.00	104,626.81	80,738.64
Kansas.....	128,605.60	34,675.00	84,690.76	63,540.39
Kentucky.....	105,163.38	15,450.00	48,679.11	39,043.13
Louisiana.....	81,021.02	4,425.00	25,212.39	20,675.17
Maine.....	78,703.73	15,350.00	55,127.33	42,218.12
Maryland.....	143,310.40	7,850.00	35,617.92	27,128.46
Massachusetts.....	635,298.04	52,300.00	75,050.11	54,203.48
Michigan.....	242,202.81	45,650.00	95,946.38	73,984.49
Minnesota.....	147,631.76	20,850.00	58,583.40	43,447.67
Mississippi.....	21,083.44	7,750.00	32,918.29	26,006.48
Missouri.....	351,586.51	30,800.00	96,913.61	72,728.98
Montana.....	14,231.87	4,500.00	33,357.56	9,604.87
Nebraska.....	80,057.24	19,000.00	50,481.40	37,343.61
Nevada.....	6,526.77	3,325.00	6,089.33	5,618.28
New Hampshire.....	45,610.38	12,825.00	31,875.42	23,839.28
New Jersey.....	158,287.25	28,275.00	41,625.14	33,690.79
New Mexico.....	8,968.68	3,125.00	9,338.68	7,969.82
New York.....	1,758,690.15	98,575.00	205,248.53	151,171.20
North Carolina.....	32,060.80	9,250.00	45,051.61	34,193.68
Ohio.....	482,799.28	60,700.00	131,196.99	104,483.85
Oregon.....	25,060.67	5,525.00	17,899.92	14,212.85
Pennsylvania.....	749,176.36	69,925.00	189,314.68	141,990.02
Rhode Island.....	63,706.67	6,625.00	9,064.69	7,040.77
South Carolina.....	36,324.01	6,875.00	30,263.14	22,364.72
Tennessee.....	89,416.29	19,875.00	44,981.24	34,234.60
Texas.....	114,929.98	29,300.00	73,728.92	56,592.19
Utah.....	11,161.63	2,275.00	14,067.15	10,947.23
Vermont.....	37,654.77	9,600.00	36,719.96	26,673.79
Virginia.....	81,667.09	13,725.00	68,965.05	54,375.29
Washington Ter.....	13,788.08	4,850.00	12,529.75	9,866.80
West Virginia.....	24,150.83	6,150.00	29,353.76	22,410.40
Wisconsin.....	163,087.19	32,825.00	78,508.22	57,243.00
Wyoming.....	6,096.54	1,775.00	6,471.35	4,587.08
Total.....	7,784,643.69	953,550.00	2,420,127.63	1,846,311.06

TABLE C.—Comparative statement of stamps sold and compensation at Presidential and fourth-class post-offices for the fiscal year ending June 30, 1885—Continued.

FIRST QUARTER, 1885.

States and Territories.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama.....	\$38,632.16	\$9,348.37	\$40,905.32	\$31,988.21
Alaska.....			32.98	91.00
Arizona.....	7,153.70	2,575.00	8,831.89	7,115.66
Arkansas.....	26,689.69	6,675.00	37,705.93	28,482.39
California.....	217,773.54	23,875.00	69,929.13	48,612.53
Colorado.....	62,266.52	13,732.50	21,011.69	16,922.78
Connecticut.....	147,157.22	23,975.00	40,404.44	28,496.30
Dakota.....	37,036.78	14,027.50	54,227.56	36,712.67
Delaware.....	16,280.56	2,800.00	7,178.82	5,289.15
District of Columbia.....	75,678.17	1,250.00	714.22	267.92
Florida.....	31,411.16	5,725.00	32,703.59	23,875.47
Georgia.....	78,762.28	12,100.00	50,837.75	35,969.59
Idaho.....	3,038.45	1,650.00	10,780.38	7,577.50
Illinois.....	720,682.48	71,600.00	158,445.51	114,650.39
Indiana.....	172,067.43	36,725.00	88,935.95	68,753.15
Indian Territory.....			7,063.09	5,256.99
Iowa.....	206,424.21	51,736.00	117,236.16	86,289.61
Kansas.....	136,054.04	33,527.78	97,223.46	68,224.45
Kentucky.....	110,680.90	15,450.00	57,662.60	43,912.18
Louisiana.....	85,726.24	4,800.00	24,572.31	20,603.00
Maine.....	76,066.47	14,975.00	54,489.74	41,603.24
Maryland.....	164,004.48	8,225.00	38,105.13	28,472.57
Massachusetts.....	612,721.11	52,500.00	75,761.03	53,819.98
Michigan.....	255,930.12	46,570.00	80,316.96	74,975.43
Minnesota.....	143,132.18	20,275.00	66,041.75	47,247.64
Mississippi.....	27,798.01	9,434.24	37,269.50	27,963.02
Missouri.....	350,081.23	30,675.00	110,542.15	79,576.90
Montana.....	12,973.08	4,500.00	14,351.79	9,428.62
Nebraska.....	87,421.79	18,450.00	59,947.89	41,801.08
Nevada.....	7,442.30	3,325.00	7,342.02	5,204.40
New Hampshire.....	46,287.95	12,525.00	32,815.44	23,898.06
New Jersey.....	162,493.44	28,375.00	46,086.76	34,589.79
New Mexico.....	8,891.85	3,125.00	10,231.68	8,525.77
New York.....	1,757,627.09	93,950.00	206,964.09	148,506.39
North Carolina.....	33,983.41	9,250.00	49,423.55	35,815.29
Ohio.....	501,502.61	61,375.00	150,942.31	113,923.35
Oregon.....	20,114.80	5,755.00	20,343.90	15,194.44
Pennsylvania.....	769,639.36	69,225.00	204,956.68	148,798.60
Rhode Island.....	62,116.45	5,625.00	9,412.02	7,110.90
South Carolina.....	34,481.84	7,125.00	31,388.37	22,854.78
Tennessee.....	81,282.78	10,875.00	62,349.41	38,177.24
Texas.....	116,005.19	29,825.00	83,537.81	61,284.45
Utah.....	11,017.48	2,275.00	15,013.42	11,230.89
Vermont.....	36,932.70	10,600.00	37,233.50	20,233.05
Virginia.....	81,201.32	12,850.00	77,253.53	56,916.93
Washington Ter.....	12,635.39	4,425.00	14,250.45	10,236.28
West Virginia.....	25,092.86	6,150.00	31,713.05	23,049.79
Wisconsin.....	162,945.70	23,200.00	82,569.29	70,860.12
Wyoming.....	5,642.73	1,775.00	6,274.50	4,436.57
Total.....	7,837,922.54	938,796.39	2,638,921.31	1,951,859.33

TABLE C.—Comparative statement of stamps sold and compensation at Presidential and fourth-class post-offices for the fiscal year ended June 30, 1885—Continued.

SECOND QUARTER, 1885.

States and Territories.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama.....	\$32, 113. 54	\$8, 801. 37	\$37, 478. 58	\$30, 193. 80
Alaska.....			141. 21	151. 99
Arizona.....	5, 489. 56	2, 375. 00	8, 416. 03	6, 539. 35
Arkansas.....	23, 122. 93	6, 859. 34	36, 860. 82	28, 317. 92
California.....	204, 138. 97	25, 200. 00	65, 356. 48	47, 117. 00
Colorado.....	61, 758. 92	13, 500. 00	23, 013. 15	18, 320. 35
Connecticut.....	142, 472. 02	23, 975. 00	37, 887. 21	27, 973. 30
Dakota.....	39, 682. 68	15, 975. 00	47, 246. 88	35, 100. 42
Delaware.....	15, 453. 46	2, 800. 00	6, 803. 34	5, 034. 91
District of Columbia.....	70, 773. 92	1, 250. 00	957. 42	508. 71
Florida.....	23, 871. 56	5, 750. 00	31, 225. 58	22, 700. 57
Georgia.....	68, 220. 55	11, 850. 00	43, 832. 58	33, 610. 77
Idaho.....	3, 524. 23	1, 650. 00	10, 562. 48	7, 592. 82
Illinois.....	726, 665. 57	74, 510. 00	132, 397. 65	104, 269. 06
Indiana.....	161, 094. 49	37, 175. 00	70, 435. 92	62, 307. 51
Indian Territory.....			6, 358. 39	4, 963. 67
Iowa.....	207, 405. 12	54, 295. 60	96, 311. 65	79, 052. 19
Kansas.....	132, 906. 70	34, 899. 73	92, 577. 65	67, 870. 15
Kentucky.....	99, 093. 86	15, 725. 00	52, 417. 73	41, 830. 09
Louisiana.....	71, 552. 97	4, 800. 00	23, 117. 90	20, 554. 20
Maine.....	72, 830. 39	14, 200. 00	55, 418. 20	42, 658. 33
Maryland.....	139, 231. 65	8, 220. 00	34, 267. 59	26, 849. 27
Massachusetts.....	608, 893. 72	53, 060. 00	72, 240. 54	53, 568. 05
Michigan.....	225, 851. 38	45, 731. 87	93, 198. 06	71, 450. 58
Minnesota.....	145, 714. 25	20, 575. 00	59, 955. 43	43, 580. 92
Mississippi.....	19, 705. 27	7, 750. 00	36, 252. 17	27, 096. 16
Missouri.....	349, 972. 81	29, 721. 43	99, 337. 84	75, 191. 68
Montana.....	13, 759. 80	4, 500. 00	19, 090. 95	9, 871. 31
Nebraska.....	63, 534. 67	19, 475. 00	57, 528. 93	41, 094. 39
Nevada.....	6, 060. 42	3, 325. 00	6, 737. 36	5, 075. 53
New Hampshire.....	44, 106. 91	12, 525. 00	32, 336. 01	23, 980. 55
New Jersey.....	154, 438. 92	27, 975. 00	47, 836. 03	37, 712. 50
New Mexico.....	8, 594. 55	3, 125. 00	10, 358. 86	8, 228. 18
New York.....	1, 660, 014. 09	89, 354. 00	225, 527. 33	154, 965. 70
North Carolina.....	30, 187. 82	9, 250. 00	44, 905. 79	34, 235. 24
Ohio.....	494, 204. 11	59, 748. 35	134, 857. 28	106, 142. 75
Oregon.....	25, 478. 14	5, 525. 00	18, 866. 23	14, 787. 84
Pennsylvania.....	715, 514. 60	69, 600. 00	190, 624. 08	145, 774. 69
Rhode Island.....	59, 574. 03	5, 625. 00	9, 090. 06	7, 343. 73
South Carolina.....	28, 094. 27	7, 125. 00	27, 497. 43	20, 885. 94
Tennessee.....	76, 570. 54	10, 875. 00	43, 435. 28	35, 873. 59
Texas.....	106, 178. 39	30, 140. 00	73, 670. 75	59, 115. 18
Utah.....	10, 991. 16	2, 275. 00	13, 467. 71	10, 224. 03
Vermont.....	34, 817. 12	19, 550. 00	36, 784. 58	29, 759. 91
Virginia.....	74, 713. 96	12, 950. 00	71, 700. 89	55, 560. 78
Washington Ter.....	19, 846. 69	4, 150. 00	15, 519. 07	11, 412. 75
West Virginia.....	22, 657. 45	6, 050. 00	29, 883. 27	23, 533. 82
Wisconsin.....	163, 137. 01	33, 000. 00	65, 824. 43	56, 222. 52
Wyoming.....	5, 706. 38	1, 775. 00	5, 710. 91	4, 360. 11
Total.....	7, 488, 671. 15	949, 516. 69	2, 453, 186. 41	1, 878, 016. 91

FISCAL YEAR 1885.

	Value stamps sold.	Compensation of postmaster.	Percentage of value of stamps.	
			Received by Government.	Received by postmaster.
Presidential.....	\$30, 196, 637. 22	\$3, 785, 128. 36	Per cent. .8747	Per cent. .1253
Fourth class.....	9, 871, 580. 91	7, 462, 789. 77	.2441	.7559
	40, 068, 218. 13	11, 247, 898. 13	.7193	.2807

TABLE D.—Comparative statement of stamps sold and compensation at Presidential and fourth-class post-offices for the fiscal year ended June 30, 1886.

THIRD QUARTER, 1885.

States and Territories.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama.....	\$32,911.71	\$7,925.00	\$36,000.02	\$29,505.70
Alaska.....			165.56	197.42
Arizona.....	4,157.61	1,000.00	8,298.58	6,739.92
Arkansas.....	19,727.63	5,775.00	33,134.72	25,681.23
California.....	194,108.80	23,785.00	64,032.47	46,899.78
Colorado.....	56,401.10	11,450.00	25,927.91	19,927.16
Connecticut.....	136,443.92	17,720.00	37,618.73	28,649.60
Delaware.....	38,278.19	15,100.00	43,137.60	34,154.45
District of Columbia.....	15,261.84	2,700.00	7,076.81	5,404.57
Florida.....	63,420.87	1,250.00	849.33	394.03
Georgia.....	21,434.34	6,350.00	24,432.47	19,744.32
Idaho.....	74,473.10	11,575.00	49,996.51	32,351.62
Illinois.....	3,008.99	1,600.00	10,020.38	7,397.35
Indiana.....	702,787.06	67,825.00	131,445.17	102,878.20
Indian Territory.....	144,336.83	33,175.00	81,989.72	61,547.67
Iowa.....	404.34	250.00	5,990.28	4,683.91
Kansas.....	196,182.28	46,975.00	98,530.86	79,449.00
Kentucky.....	125,099.63	35,658.58	84,380.05	64,288.49
Louisiana.....	99,611.47	14,800.00	47,844.38	39,930.16
Maine.....	64,724.57	4,650.00	22,341.63	19,013.64
Maryland.....	65,903.63	13,700.00	56,558.46	44,235.19
Massachusetts.....	134,370.92	8,025.00	34,167.44	27,253.85
Michigan.....	582,387.33	50,000.00	77,597.16	59,722.63
Minnesota.....	215,837.08	40,841.50	85,729.58	71,112.79
Mississippi.....	143,306.88	18,825.00	51,887.10	41,670.82
Missouri.....	18,808.56	7,475.00	30,104.83	24,941.82
Montana.....	322,748.72	27,380.16	88,502.72	69,520.76
Nebraska.....	14,232.67	4,424.19	18,469.79	9,083.22
Nevada.....	78,166.36	19,475.00	69,574.93	38,836.86
New Hampshire.....	5,914.36	2,850.00	6,600.91	5,266.77
New Jersey.....	42,713.38	11,800.00	36,672.58	27,738.43
New Mexico.....	164,090.46	24,850.00	48,597.41	36,240.28
New York.....	8,946.92	2,900.00	6,431.84	7,600.41
North Carolina.....	1,548,420.81	89,770.00	203,781.01	154,243.97
Ohio.....	28,156.84	8,650.00	44,063.22	34,625.56
Oregon.....	453,043.15	56,425.00	125,291.62	101,068.56
Pennsylvania.....	24,120.67	5,030.00	17,918.55	14,234.77
Rhode Island.....	666,558.34	65,175.00	178,297.73	130,295.28
South Carolina.....	63,093.63	5,525.00	11,324.02	7,780.60
Tennessee.....	27,282.95	6,455.00	36,143.19	19,514.59
Texas.....	70,243.05	9,875.00	42,043.70	33,697.10
Utah.....	107,967.81	26,675.00	73,142.44	59,774.41
Vermont.....	10,493.48	1,875.00	12,092.98	10,146.04
Virginia.....	33,473.25	10,030.80	33,718.83	23,828.31
Washington Ter.....	70,671.34	13,058.00	67,077.31	54,481.00
West Virginia.....	11,533.46	4,625.00	12,438.27	9,913.02
Wisconsin.....	21,567.70	5,475.00	28,870.40	25,860.21
Wyoming.....	150,313.09	30,625.00	98,261.22	54,970.59
	5,633.73	1,760.00	7,285.82	4,661.66
Total.....	7,086,123.47	688,171.03	2,386,120.97	1,829,983.34

TABLE D.—Comparative statement of stamps sold and compensation at Presidential and fourth-class post-offices for the fiscal year ended June 30, 1886—Continued.

FOURTH QUARTER, 1885.

States and Territories.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama	\$39,103.53	\$8,078.80	\$38,164.06	\$29,064.72
Alaska			152.00	181.73
Arizona	4,860.33	1,700.00	9,717.64	7,591.10
Arkansas	25,492.74	6,175.00	37,958.42	28,290.84
California	228,143.34	23,575.54	60,755.62	49,060.45
Colorado	65,350.92	11,800.00	24,541.18	18,650.24
Connecticut	163,454.87	24,200.00	40,101.43	28,224.67
Dakota	48,419.82	15,400.00	51,898.49	35,783.09
Delaware	16,149.23	2,700.00	7,375.44	5,468.15
District of Columbia	79,591.82	1,250.00	969.83	419.40
Florida	29,745.38	6,350.00	32,673.26	23,799.64
Georgia	86,459.71	11,575.00	47,767.50	35,263.65
Idaho	3,451.88	1,000.00	12,128.34	8,227.35
Illinois	770,545.82	69,100.00	150,015.30	108,055.89
Indiana	174,871.00	33,925.00	79,276.90	66,420.22
Indian Territory	428.23	250.00	6,898.75	2,645.26
Iowa	205,541.51	40,575.00	114,594.23	86,164.36
Kansas	142,009.14	35,650.00	96,395.69	68,943.23
Kentucky	106,894.39	15,234.51	50,684.66	40,799.50
Louisiana	82,830.83	4,650.00	76,067.91	21,843.90
Maine	79,790.31	13,125.00	59,367.21	43,994.86
Maryland	151,530.95	7,400.00	37,143.66	28,147.66
Massachusetts	602,956.90	50,775.00	76,838.81	54,947.62
Michigan	210,230.55	41,100.00	107,699.62	77,531.53
Minnesota	162,417.37	18,691.85	61,137.91	46,472.05
Mississippi	26,178.03	8,575.00	35,731.34	26,682.59
Missouri	205,368.82	25,000.00	99,353.99	75,520.77
Montana	15,628.21	4,450.00	16,664.62	11,212.43
Nebraska	94,413.81	19,975.00	60,652.61	42,624.23
Nevada	6,678.09	2,850.00	6,905.04	5,042.23
New Hampshire	46,821.13	12,050.00	33,298.66	25,846.76
New Jersey	169,451.73	27,850.00	47,898.94	36,351.51
New Mexico	8,956.59	2,950.00	11,400.00	8,505.04
New York	1,851,276.24	89,800.00	332,228.21	153,837.98
North Carolina	33,493.81	8,550.00	40,062.22	36,651.80
Ohio	322,123.47	56,200.00	145,399.00	110,874.31
Oregon	28,948.54	5,950.00	21,640.63	15,704.65
Pennsylvania	784,301.78	64,175.00	205,510.26	149,844.98
Rhode Island	68,461.02	5,525.00	9,433.26	6,924.88
South Carolina	39,071.98	6,525.00	20,635.12	21,765.93
Tennessee	83,937.16	9,775.00	47,373.40	35,324.35
Texas	121,805.85	27,925.00	83,443.43	60,766.95
Utah	12,638.12	1,875.00	14,851.96	10,916.40
Vermont	37,762.66	10,225.00	37,181.86	26,372.39
Virginia	85,601.45	13,325.00	70,420.33	54,679.44
Washington Ter	13,674.55	4,325.00	15,077.90	12,131.81
West Virginia	23,773.88	5,475.00	33,826.91	24,576.21
Wisconsin	171,319.98	29,900.00	83,687.34	61,268.56
Wyoming	6,550.46	1,700.00	6,999.17	4,743.65
Total	8,115,000.74	895,330.70	2,643,350.95	1,935,038.01

TABLE D.—Comparative statement of stamps sold and compensation at Presidential and fourth-class post offices for the fiscal year ended June 30, 1886—Continued.

FIRST QUARTER, 1886.

States and Territories.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama.....	\$36,907.43	\$7,832.22	\$43,625.48	\$32,334.77
Alaska.....			97.86	153.58
Arizona.....	4,744.94	1,800.00	10,233.08	7,096.12
Arkansas.....	25,641.40	6,175.00	42,511.42	30,827.28
California.....	223,778.25	23,275.00	70,969.77	49,490.80
Colorado.....	62,433.53	11,675.00	29,490.58	19,492.71
Connecticut.....	148,562.72	12,750.00	50,726.94	30,089.80
Delaware.....	44,554.22	15,225.00	56,431.41	39,095.68
District of Columbia.....	16,774.08	2,700.00	7,471.80	5,479.54
Florida.....	69,795.87	1,250.00	368.85	262.60
Georgia.....	37,265.90	6,350.00	37,099.36	26,017.65
Idaho.....	82,829.53	11,375.00	49,950.61	36,556.09
Illinois.....	3,031.65	1,600.00	12,696.41	8,369.32
Indiana.....	767,690.23	68,400.00	163,656.93	117,869.95
Indian Territory.....	173,421.52	34,020.00	94,539.49	73,347.43
Iowa.....	3,477.11	250.00	7,718.70	5,095.61
Kansas.....	268,534.55	46,650.00	129,857.15	91,892.02
Kentucky.....	142,403.41	36,000.00	108,909.98	76,287.61
Louisiana.....	112,336.98	14,298.89	60,363.67	45,415.26
Maine.....	73,836.41	4,650.00	27,474.53	21,753.95
Maryland.....	78,214.28	13,700.00	58,395.15	43,069.84
Massachusetts.....	147,872.23	8,025.00	39,240.62	29,418.27
Michigan.....	616,901.51	51,375.00	88,329.51	54,747.57
Minnesota.....	243,643.71	41,025.00	115,660.45	82,468.34
Mississippi.....	357,407.54	19,075.00	67,882.64	49,582.49
Missouri.....	26,373.84	8,175.00	42,051.43	29,791.18
Montana.....	297,159.24	20,000.00	118,061.11	83,057.67
Nebraska.....	15,285.82	4,775.00	15,767.09	11,196.16
Nevada.....	95,170.91	29,125.00	68,510.60	46,694.90
New Hampshire.....	6,242.79	2,850.00	7,055.45	5,043.98
New Jersey.....	48,123.37	12,020.00	34,136.70	24,833.85
New Mexico.....	178,377.63	28,460.00	50,961.61	35,822.21
New York.....	8,449.51	2,950.00	19,475.93	8,165.28
North Carolina.....	1,828,585.46	88,675.00	224,380.43	158,050.77
Ohio.....	33,529.61	6,650.00	53,439.38	38,322.02
Oregon.....	535,073.23	56,975.00	164,899.64	120,982.13
Pennsylvania.....	25,908.16	5,050.00	24,159.83	17,387.80
Rhode Island.....	782,283.88	64,250.00	223,408.19	159,793.97
South Carolina.....	66,916.53	5,525.00	9,822.47	7,363.15
Tennessee.....	32,923.45	6,575.00	32,499.47	22,222.17
Texas.....	88,693.43	9,975.00	45,769.39	37,841.08
Utah.....	127,123.79	27,875.00	89,758.29	65,655.40
Vermont.....	11,339.83	1,975.00	15,880.69	11,339.73
Virginia.....	39,474.20	10,125.00	38,859.69	27,667.07
Washington Ter.....	83,793.56	13,325.00	74,178.36	54,815.15
West Virginia.....	12,516.03	4,350.00	16,296.42	12,106.81
Wisconsin.....	23,890.34	5,475.00	33,710.45	24,876.21
Wyoming.....	165,909.04	29,875.00	89,853.34	64,057.75
.....	6,057.13	1,700.00	7,099.47	5,285.67
Total.....	8,062,435.27	894,326.11	2,862,427.98	2,018,797.29

TABLE D.—Comparative statement of stamps sold and compensation at Presidential and fourth-class post-offices for the fiscal year ended June 30, 1886—Continued.

SECOND QUARTER, 1886.

States and Territories.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama.....	\$26,881.40	\$7,350.00	\$40,746.37	\$31,758.30
Alaska.....			228.06	201.47
Arizona.....	4,455.65	1,800.00	9,291.01	6,631.93
Arkansas.....	15,269.46	5,400.00	47,980.86	30,269.82
California.....	231,299.56	23,745.64	61,075.82	49,972.80
Colorado.....	76,890.45	12,340.00	11,109.23	18,704.27
Connecticut.....	147,691.50	23,250.00	39,284.54	28,413.48
Dakota.....	42,770.86	15,400.00	15,184.87	10,982.40
Delaware.....	16,418.88	2,700.00	7,282.28	5,390.28
District of Columbia.....	78,971.20	1,250.00	342.02	354.76
Florida.....	27,967.89	6,675.00	31,015.04	23,591.41
Georgia.....	69,876.26	11,450.00	47,125.14	35,483.07
Idaho.....	4,074.44	1,600.00	11,206.32	7,087.31
Illinois.....	750,320.86	70,125.00	144,963.81	108,758.44
Indiana.....	166,156.09	34,300.00	111,863.61	66,323.47
Indian Territory.....	447.45	250.00	6,934.57	5,014.19
Iowa.....	196,910.07	46,225.00	108,471.54	84,410.69
Kansas.....	138,035.00	30,800.00	107,302.41	70,265.92
Kentucky.....	99,756.44	14,850.00	56,657.47	44,694.22
Louisiana.....	65,080.24	4,650.00	26,254.92	21,361.84
Maine.....	82,573.21	13,425.00	59,908.48	41,091.52
Maryland.....	139,883.62	7,625.00	36,048.18	27,993.68
Massachusetts.....	632,823.16	51,298.80	64,567.73	54,696.31
Michigan.....	236,672.48	41,700.00	101,474.33	77,238.39
Minnesota.....	153,730.70	18,525.00	59,353.51	45,356.18
Mississippi.....	21,148.33	7,925.00	37,828.70	28,242.01
Missouri.....	270,687.34	23,150.00	172,268.52	82,537.17
Montana.....	15,455.62	4,775.00	14,450.89	10,397.57
Nebraska.....	96,296.93	20,750.00	62,620.57	45,047.23
Nevada.....	5,725.65	2,550.00	6,645.89	4,711.90
New Hampshire.....	46,065.93	12,050.00	33,245.56	24,791.59
New Jersey.....	173,300.16	28,325.00	47,607.23	36,304.63
New Mexico.....	7,815.65	2,950.00	10,375.13	7,702.75
New York.....	1,754,666.72	90,785.00	205,695.13	152,774.62
North Carolina.....	39,933.69	8,550.00	50,717.58	36,744.30
Ohio.....	494,166.36	55,150.00	145,877.83	111,107.55
Oregon.....	26,320.55	4,775.00	21,760.05	16,150.86
Pennsylvania.....	734,860.40	63,205.00	210,363.41	153,382.14
Rhode Island.....	64,361.86	5,325.00	9,804.38	7,678.04
South Carolina.....	26,803.67	6,440.00	28,888.47	20,685.58
Tennessee.....	74,108.87	9,750.00	50,675.13	37,257.62
Texas.....	107,321.11	27,875.00	87,242.13	64,742.61
Utah.....	11,446.84	1,875.00	14,908.09	10,808.65
Vermont.....	38,977.42	10,225.00	36,380.97	26,432.81
Virginia.....	79,740.21	13,325.00	73,430.21	55,720.63
Washington Ter.....	12,464.45	4,350.00	14,869.99	11,177.64
West Virginia.....	25,678.88	5,475.00	32,297.94	24,401.13
Wisconsin.....	155,848.04	20,625.00	89,112.52	59,286.20
Wyoming.....	6,215.30	1,700.00	7,680.54	5,161.62
Total.....	8,686,465.83	803,389.54	2,660,355.04	1,944,220.91

FISCAL YEAR 1886.

	Value stamps sold.	Compensation of postmaster.	Percentage of value of stamps.	
			Received by Government.	Received by postmaster.
Presidential.....	\$31,950,115.31	\$3,571,217.38	Per cent. .8883	Per cent. .1117+
Fourth class.....	10,532,254.34	7,758,039.55	.2648	.7352
	42,502,369.65	11,329,256.93	.7335	.2665

TABLE E.—Comparative statement of stamps sold and compensation at Presidential and fourth-class post-offices for the fiscal year ended June 30, 1887.

THIRD QUARTER, 1886.

States and Territories.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama.....	\$41,611.90	\$8,425.00	\$37,213.41	\$30,144.49
Alaska.....			244.21	200.89
Arizona.....	4,712.80	2,250.00	8,685.55	6,452.26
Arkansas.....	24,223.70	6,775.00	34,894.26	27,208.48
California.....	216,037.76	24,150.00	69,722.22	50,303.52
Colorado.....	61,415.16	12,025.00	27,141.35	20,078.91
Connecticut.....	147,740.80	23,275.00	41,678.16	30,111.14
Dakota.....	40,124.25	14,925.00	49,723.22	36,675.51
Delaware.....	15,014.32	2,475.00	8,061.63	5,838.41
District of Columbia.....	68,393.40	1,250.00	412.16	293.38
Florida.....	23,285.95	6,700.00	29,450.19	22,791.29
Georgia.....	78,339.01	11,375.00	44,671.05	34,581.98
Idaho.....	2,756.66	1,625.00	11,354.13	8,233.12
Illinois.....	756,319.48	67,475.00	131,532.93	107,303.58
Indiana.....	160,533.73	34,625.00	77,605.64	63,166.70
Indian Territory.....			7,484.29	5,428.13
Iowa.....	166,228.63	43,275.00	103,059.54	84,622.28
Kansas.....	142,272.17	39,325.00	99,703.37	73,232.42
Kentucky.....	104,482.71	15,225.00	54,002.52	48,014.84
Louisiana.....	69,153.05	4,575.00	94,533.17	29,404.85
Maine.....	75,600.12	14,775.00	57,729.78	44,576.19
Maryland.....	144,545.23	7,775.00	38,872.08	28,892.98
Massachusetts.....	617,534.36	51,975.00	81,824.78	58,986.33
Michigan.....	231,616.37	41,750.00	90,520.74	75,658.69
Minnesota.....	176,510.15	18,025.00	55,800.78	43,344.37
Mississippi.....	21,749.15	8,225.00	33,896.68	26,419.27
Missouri.....	274,834.77	24,025.00	295,335.67	77,546.52
Montana.....	13,804.51	4,350.00	15,632.97	10,918.68
Nebraska.....	97,574.75	22,000.00	56,007.08	41,294.59
Nevada.....	5,507.01	2,500.00	7,523.25	5,706.92
New Hampshire.....	46,065.62	11,725.00	41,223.47	29,933.12
New Jersey.....	181,085.77	28,075.00	57,091.64	40,364.62
New Mexico.....	7,191.21	2,975.00	10,230.96	7,784.92
New York.....	1,855,488.00	88,000.00	221,103.47	164,371.63
North Carolina.....	27,606.21	8,500.00	50,208.41	36,131.06
Ohio.....	477,450.05	54,200.00	161,678.16	109,550.54
Oregon.....	26,018.58	5,050.00	19,716.21	15,335.48
Pennsylvania.....	723,225.40	65,550.00	196,194.67	150,738.04
Rhode Island.....	66,135.76	5,200.00	12,361.26	8,391.93
South Carolina.....	27,722.70	6,150.00	27,191.77	29,273.53
Tennessee.....	78,046.59	10,125.00	46,090.73	36,115.89
Texas.....	112,543.92	27,150.00	82,797.03	63,500.17
Utah.....	11,053.96	2,200.00	14,006.11	10,391.78
Vermont.....	27,088.64	8,825.00	41,516.68	28,159.49
Virginia.....	72,484.73	12,375.00	80,845.06	58,311.02
Washington Ter.....	11,624.18	4,375.00	13,000.77	10,338.87
West Virginia.....	23,928.99	5,500.00	33,532.37	24,724.25
Wisconsin.....	156,429.00	29,450.00	75,254.94	55,638.73
Wyoming.....	7,274.06	2,025.00	6,750.68	5,238.18
Total.....	7,542,631.96	896,200.00	2,784,428.22	1,958,903.01

TABLE E.—Comparative statement of stamps sold and compensation at Presidential and fourth-class post-offices for the fiscal year ended June 30, 1887—Continued.

FOURTH QUARTER, 1886.

States and Territories.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama.....	\$33,928.45	\$6,450.00	\$44,908.19	\$32,879.82
Alaska.....			244.01	250.81
Arizona.....	4,849.56	1,725.00	9,720.90	6,852.21
Arkansas.....	27,281.93	6,275.00	44,265.09	21,653.49
California.....	236,842.51	24,000.00	75,053.63	51,716.64
Colorado.....	72,652.31	11,975.00	30,047.67	21,227.51
Connecticut.....	174,415.93	23,925.00	43,776.73	31,673.63
Dakota.....	49,843.21	15,000.00	61,676.79	42,165.75
Delaware.....	17,761.55	2,475.00	7,537.97	5,514.42
District of Columbia.....	88,787.80	1,250.00	1,375.25	304.10
Florida.....	31,249.88	6,500.00	35,194.69	25,240.57
Georgia.....	94,220.86	11,350.00	51,092.17	36,243.07
Idaho.....	4,170.12	1,925.00	13,698.73	8,598.37
Illinois.....	846,521.61	68,325.00	152,534.78	114,050.39
Indiana.....	182,446.12	34,175.00	93,213.82	69,333.77
Indian Territory.....			8,832.65	5,717.64
Iowa.....	219,126.70	48,175.00	117,810.49	88,428.51
Kansas.....	166,992.07	40,740.00	111,391.80	78,596.57
Kentucky.....	112,572.30	15,475.00	54,330.51	43,796.66
Louisiana.....	82,583.43	4,325.00	29,297.95	22,699.62
Maine.....	85,397.35	14,100.00	64,596.09	45,080.41
Maryland.....	159,868.47	7,775.00	38,364.79	29,079.01
Massachusetts.....	738,696.79	52,700.00	82,693.42	56,498.85
Michigan.....	266,812.81	41,750.00	117,852.80	84,665.39
Minnesota.....	183,982.84	18,250.00	71,444.10	49,762.12
Mississippi.....	24,734.77	7,925.00	39,958.86	29,250.19
Missouri.....	393,071.22	28,900.00	104,917.84	77,697.76
Montana.....	19,067.70	4,750.00	17,370.04	12,612.88
Nebraska.....	115,979.99	23,350.00	67,128.32	46,674.99
Nevada.....	6,243.71	2,500.00	8,998.93	5,613.64
New Hampshire.....	47,397.03	19,725.00	38,317.75	26,895.96
New Jersey.....	199,803.59	28,350.00	53,657.43	38,532.89
New Mexico.....	8,738.57	2,840.00	11,560.82	8,244.38
New York.....	2,040,332.97	91,950.00	296,939.21	161,403.12
North Carolina.....	33,757.25	8,950.00	53,795.96	38,432.04
Ohio.....	549,188.02	58,275.00	132,142.31	115,098.48
Oregon.....	32,276.97	5,400.00	25,674.19	17,976.86
Pennsylvania.....	879,873.93	66,599.00	216,756.16	157,774.96
Rhode Island.....	73,574.88	5,690.00	11,525.86	8,133.12
South Carolina.....	35,777.94	6,425.00	31,657.05	21,962.77
Tennessee.....	92,745.99	10,125.00	51,664.71	37,327.22
Texas.....	131,111.33	28,360.00	163,448.98	67,159.14
Utah.....	12,991.36	1,950.00	16,512.16	11,299.41
Vermont.....	39,151.84	9,775.00	40,159.63	27,896.62
Virginia.....	88,436.06	13,360.00	75,639.20	56,257.54
Washington Ter.....	16,850.54	4,725.00	18,945.34	12,759.78
West Virginia.....	26,315.57	5,590.00	35,488.14	25,517.90
Wisconsin.....	182,510.81	30,550.00	86,983.63	62,461.41
Wyoming.....	7,969.06	2,025.00	7,576.93	5,175.11
Total.....	8,921,542.60	916,510.00	2,924,330.63	2,032,477.92

TABLE E.—Comparative statement of stamps sold and compensation at Presidential and fourth-class post-offices for the fiscal year ended June 30, 1887—Continued.

FIRST QUARTER, 1887.

States and Territories.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama.....	\$55,400.69	\$7,750.00	\$52,818.05	\$36,636.34
Alaska.....			257.74	233.33
Arizona.....	4,669.10	1,725.00	10,983.51	6,994.01
Arkansas.....	30,298.60	6,275.00	51,205.86	34,489.22
California.....	281,422.45	27,200.00	89,210.97	52,838.74
Colorado.....	69,863.56	11,725.00	33,406.64	22,171.02
Connecticut.....	169,038.92	22,975.00	47,713.00	31,601.74
Dakota.....	47,444.00	15,525.00	59,303.90	40,933.14
Delaware.....	18,118.25	2,475.00	8,283.77	5,858.57
District of Columbia.....	87,176.96	1,250.00	482.66	356.87
Florida.....	41,461.31	7,425.00	42,236.46	28,760.32
Georgia.....	92,469.69	11,625.00	57,983.15	39,817.11
Idaho.....	3,839.24	1,925.00	15,080.60	8,845.43
Illinois.....	833,358.31	68,725.00	175,763.53	122,475.32
Indiana.....	191,539.90	34,425.00	107,122.65	77,379.47
Indian Territory.....			9,229.10	6,363.72
Iowa.....	224,877.88	47,125.00	133,504.62	93,721.23
Kansas.....	170,718.97	37,925.00	132,944.66	87,356.39
Kentucky.....	119,836.51	13,575.00	72,529.00	50,146.71
Louisiana.....	83,136.69	4,325.00	30,486.55	22,983.49
Maine.....	92,646.73	14,850.00	62,241.53	45,466.62
Maryland.....	299,247.00	8,700.00	43,180.54	31,469.60
Massachusetts.....	701,031.67	51,875.00	89,447.25	57,979.72
Michigan.....	270,384.98	40,725.00	127,104.30	87,916.29
Minnesota.....	181,112.52	18,200.00	77,339.40	52,865.55
Mississippi.....	26,747.23	8,500.00	47,052.21	32,265.74
Missouri.....	394,876.18	26,425.00	130,985.58	87,549.96
Montana.....	10,104.24	4,950.00	17,176.40	11,166.59
Nebraska.....	123,641.40	22,625.00	72,868.13	49,848.74
Nevada.....	6,338.00	2,225.00	7,477.17	5,278.03
New Hampshire.....	49,940.94	10,900.00	38,081.04	26,192.09
New Jersey.....	198,131.38	28,975.00	54,781.60	38,407.16
New Mexico.....	8,520.46	3,100.00	12,298.36	8,327.70
New York.....	1,909,270.26	91,450.00	231,097.36	160,051.53
North Carolina.....	24,434.18	8,700.00	60,150.15	40,299.66
Ohio.....	579,943.97	57,475.00	174,067.94	120,710.54
Oregon.....	32,045.36	5,400.00	27,257.25	18,743.71
Pennsylvania.....	875,635.69	66,900.00	247,705.29	170,556.90
Rhode Island.....	73,232.85	5,600.00	11,262.88	8,194.24
South Carolina.....	34,384.32	6,175.00	32,352.00	22,860.08
Tennessee.....	95,218.67	9,850.00	61,357.32	43,128.81
Texas.....	130,357.60	25,900.00	108,403.41	73,172.54
Utah.....	4,815.33	1,500.00	16,859.54	11,342.66
Vermont.....	40,896.34	10,150.00	40,775.59	27,469.04
Virginia.....	90,335.89	13,050.00	83,839.03	60,342.77
Washington Ter.....	16,800.26	4,500.00	20,633.88	13,902.93
West Virginia.....	26,318.80	5,200.00	41,909.44	28,476.25
Wisconsin.....	179,903.69	29,675.00	95,092.58	67,006.16
Wyoming.....	7,485.55	2,025.00	8,577.63	5,500.89
Total.....	9,105,567.92	909,675.00	3,160,791.37	2,182,071.49

TABLE E.—Comparative statement of stamps sold and compensation at Presidential and fourth-class post-offices for the fiscal year ended June 30, 1887—Continued.

SECOND QUARTER, 1887.

States and Territories.	Presidential.		Fourth class.	
	Stamps sold.	Compensation.	Stamps sold.	Compensation.
Alabama	\$42,414.23	\$7,625.00	\$48,748.62	\$35,221.32
Alaska			473.90	413.82
Arizona	3,123.47	1,225.00	12,584.50	7,879.35
Arkansas	26,413.31	6,525.00	45,200.48	33,060.87
California	252,180.99	25,650.00	77,380.54	54,120.93
Colorado	73,393.45	12,250.00	33,601.61	23,053.40
Connecticut	148,276.70	23,925.00	51,767.06	30,144.79
Dakota	46,804.64	16,000.00	56,124.23	41,100.78
Delaware	16,790.50	2,475.00	9,642.79	6,448.57
District of Columbia	78,951.44	1,250.00	6,465.51	377.47
Florida	29,524.35	6,560.16	34,043.32	25,424.20
Georgia	78,423.80	11,625.00	52,237.26	37,878.66
Idaho	3,753.38	1,925.00	14,305.12	9,145.15
Illinois	814,928.78	68,225.36	150,934.80	113,706.32
Indiana	181,984.95	34,975.00	90,347.01	70,023.77
Indian Territory			9,610.71	6,345.68
Iowa	102,853.82	48,775.00	119,370.91	84,930.88
Kansas	170,662.25	40,975.00	117,550.50	83,291.63
Kentucky	110,852.66	15,725.00	60,673.46	46,719.90
Louisiana	71,971.80	4,875.00	30,341.83	23,493.47
Maine	71,421.50	13,346.15	74,024.08	46,517.71
Maryland	141,763.66	7,249.83	40,790.74	29,742.61
Massachusetts	671,098.57	62,475.00	81,633.27	57,974.54
Michigan	242,654.07	43,600.00	131,377.76	81,100.79
Minnesota	186,106.15	19,925.00	65,781.39	48,208.60
Mississippi	23,015.72	8,500.00	40,264.54	28,740.02
Missouri	396,211.19	29,225.00	108,976.57	79,251.82
Montana	16,086.09	4,155.00	18,294.92	12,572.03
Nebraska	117,739.87	13,862.36	70,371.22	60,128.24
Nevada	6,141.97	2,500.00	8,529.65	5,783.21
New Hampshire	48,826.02	12,000.00	35,585.32	26,597.50
New Jersey	179,058.99	28,320.00	68,842.14	40,065.21
New Mexico	6,073.07	2,525.00	14,266.60	8,967.34
New York	1,880,719.96	92,310.00	221,142.14	160,873.97
North Carolina	33,029.51	8,950.00	54,142.01	39,472.92
Ohio	493,555.09	57,700.00	204,668.27	117,581.92
Oregon	32,769.62	5,400.00	26,736.31	18,600.80
Pennsylvania	863,001.95	48,475.00	218,692.00	180,740.56
Rhode Island	68,926.21	5,600.00	10,739.80	8,305.74
South Carolina	30,102.64	7,142.00	29,853.76	21,133.07
Tennessee	87,390.11	10,125.00	56,498.18	40,751.27
Texas	111,863.18	28,739.09	192,630.16	67,474.05
Utah	22,008.20	3,100.00	15,946.69	9,398.38
Vermont	38,809.44	10,525.00	39,353.17	27,251.92
Virginia	80,761.39	13,050.00	81,329.61	59,993.25
Washington Ter	16,791.94	4,900.00	18,269.81	12,675.90
West Virginia	25,209.78	5,560.00	38,933.43	27,654.34
Wisconsin	175,494.22	31,093.00	84,360.28	62,124.92
Wyoming	6,984.08	2,022.00	7,754.65	5,566.81
Total	8,355,418.79	903,193.86	2,985,198.12	2,119,930.79

FISCAL YEAR 1887.

	Value stamps sold.	Compensation to postmasters.	Percentage of value of stamps.	
			Received by Government.	Received by postmasters.
Presidential	\$33,925,161.27	\$3,623,598.86	.8332	.1068
Fourth class	11,854,743.34	8,313,363.21	.2987	.7013
	45,779,904.61	11,936,962.07	.7393	.2607

TABLE F.—Statement of receipts, waste paper and twine, and box-rents at Presidential and fourth-class post-offices for the quarter ended June 30, 1887.

SECOND QUARTER, 1887.

States and Territories.	Presidential.		Fourth class.	
	Waste paper.	Box-rents.	Waste paper.	Box-rents.
Alabama.....	\$3.43	\$3,704.70	\$5.60	\$1,196.10
Alaska.....				35.17
Arizona.....		780.25	.75	094.77
Arkansas.....	4.95	2,373.47	6.75	1,666.97
California.....	66.35	16,000.93	8.00	4,758.48
Colorado.....	3.20	8,423.30	6.48	2,454.08
Connecticut.....	59.51	12,387.85	12.31	2,526.59
Dakota.....	.10	5,956.93	3.25	4,523.96
Delaware.....	1.50	345.84	.78	291.80
District of Columbia.....	1,298.08	1,275.85	.20	16.95
Florida.....	.15	3,109.27	2.50	1,350.36
Georgia.....	68.35	3,300.88	11.32	1,318.36
Idaho.....		767.49	.75	936.55
Illinois.....	684.42	23,824.87	38.60	15,459.62
Indiana.....	89.86	11,383.41	38.01	6,658.54
Indian Territory.....				343.16
Iowa.....	42.28	9,908.25	42.67	18,850.20
Kansas.....	9.66	14,855.00	20.94	9,423.27
Kentucky.....	36.43	4,639.50	11.63	2,154.35
Louisiana.....	3.90	3,340.00	2.40	1,309.97
Maine.....	24.26	5,088.12	4.68	3,665.35
Maryland.....	74.40	2,735.84	7.07	819.25
Massachusetts.....	245.32	31,236.35	24.84	6,948.07
Michigan.....	104.08	17,942.03	44.78	9,658.52
Minnesota.....	76.98	7,799.53	11.01	6,205.29
Mississippi.....	1.65	2,720.95	1.15	1,361.48
Missouri.....	141.68	8,080.00	28.34	6,680.64
Montana.....	3.00	4,418.85	.20	1,681.12
Nebraska.....	3.85	8,974.50	9.39	5,940.17
Nevada.....		1,394.50	.75	633.27
New Hampshire.....	7.57	5,615.40	9.48	874.27
New Jersey.....	92.50	9,846.18	9.87	2,426.88
New Mexico.....	1.00	1,121.82	6.55	1,182.80
New York.....	1,330.21	41,604.25	102.52	12,289.73
North Carolina.....	4.73	2,388.93	33.88	1,567.02
Ohio.....	513.35	21,914.35	67.06	10,859.50
Oregon.....	12.85	3,124.30	6.49	1,749.39
Pennsylvania.....	356.47	25,012.65	60.97	19,098.46
Rhode Island.....	26.62	4,546.59	1.49	963.67
South Carolina.....	7.23	1,922.70	1.15	738.23
Tennessee.....	15.87	2,492.61	9.32	1,439.45
Texas.....	12.50	10,555.24	24.15	5,492.87
Utah.....		2,193.05	14.87	473.97
Vermont.....	4.01	2,745.01	7.26	1,519.74
Virginia.....	23.34	3,731.54	6.20	1,965.92
Washington Ter.....	.25	2,783.76	3.45	858.28
West Virginia.....	10.76	1,417.57	6.50	880.43
Wisconsin.....	47.13	11,891.31	23.81	5,447.02
Wyoming.....		1,597.85		456.30
Total.....	5,623.57	377,442.80	725.17	180,847.34

TABLE G.—Statement showing the first-class post-offices, eighty-two in number, listed in order of gross receipts, with the salary of the postmaster, allowances for clerk-hire, rent, fuel and light, and miscellaneous and other purposes, gross receipts four quarters ended March 31, 1887, percentage of said receipts absorbed for clerk-hire, and for all allowances exclusive of rent, fuel, and light; also, aggregate of allowances exclusive of rent, fuel, and light, total money-order fees collected for four quarters ended June 30, 1887, and the post-offices located in Government buildings.

No.	Office.	Salary of postmaster July 1, 1887.	Office in Govern- ment build- ing or leased.	Allowances.						Miscella- neous and other allow- ances.	Aggregate of allow- ances exclu- sive of fuel and light.	Gross re- ceipts four quarters ended March 31, 1887.	Percentage of gross receipts ab- sorbed for—		Total money- order fees four quarters ended June 30, 1887.
				Rent.	Fuel and light.	Postal account.	Clerk-hire. Money- order account.	Total.	Expendi- tures, exclusive of rent, fuel, and light.				Clerk- hire.		
1	New York, N. Y.	\$8,000	G. B.	\$236,150.00	**\$7,875	\$898,405	\$77,004	\$965,409	\$24,639	\$990,038	\$4,698,003	21.1	30.5	*\$24,649	
2	Chicago, Ill.	6,000	G. B.	9,035.00	1,630	422,825	282,400	455,315	11,637	466,952	3,180,809	21.4	30.8	19,699	
3	Philadelphia, Pa.	6,000	G. B.	4,020.00	1,462	291,795	13,292	205,087	5,607	310,694	1,722,663	18.0	17.7	13,967	
4	Boston, Mass.	6,000	G. B.	10,450.00	3,493	296,169	15,950	312,119	6,722	318,841	1,622,342	19.7	19.2	13,853	
5	Saint Louis, Mo.	6,000	G. B.	900.00	50	159,210	14,000	175,900	1,551	175,431	840,132	20.0	20.7	9,351	
6	Cincinnati, Ohio	6,000	G. B.	600.00	50	117,575	8,909	126,475	1,231	127,706	612,063	19.9	19.7	5,417	
7	San Francisco, Cal.	5,000	G. B.	3,540.00	455	116,600	11,209	127,809	1,050	128,859	527,007	24.0	23.8	11,506	
8	Baltimore, Md.	5,000	G. B.	3,650.00	455	102,663	4,992	107,655	1,843	109,498	531,654	20.6	20.8	4,784	
9	Brooklyn, N. Y.	4,000	L.	12,145.00	2,678	77,926	2,925	80,851	4,939	85,790	463,354	20.6	17.5	6,120	
10	Pittsburgh, Pa.	3,800	G. B.	500.00	150	63,800	3,710	67,510	4,770	68,370	358,083	10.1	18.0	4,358	
11	Buffalo, N. Y.	3,800	G. B.	500.00	150	47,406	3,850	46,556	1,208	47,764	256,778	13.3	13.0	3,692	
12	Cleveland, Ohio	3,800	G. B.	600.00	150	46,989	4,640	51,629	1,425	52,054	298,442	15.5	13.3	3,976	
13	Washington, D. C.	5,000	L.	6,260.00	6,000	151,850	4,700	156,550	2,388	158,938	320,917	48.0	47.8	7,874	
14	Rochester, N. Y.	3,700	L.	5,000.00	1,200	24,215	3,250	27,465	2,407	27,872	329,593	08.5	08.3	2,627	
15	Detroit, Mich.	3,700	G. B.	312.00	400	38,124	4,980	44,104	232	44,336	321,441	13.8	13.7	5,610	
16	Kansas City, Mo.	3,700	G. B.	400.00	400	40,400	4,810	45,210	1,832	46,403	294,200	15.8	15.2	5,085	
17	New Orleans, La.	3,700	G. B.	1,500.00	400	55,800	7,100	62,900	1,982	63,182	370,083	23.3	23.2	5,071	
18	Milwaukee, Wis.	3,600	G. B.	5,000.00	400	29,020	2,600	31,620	680	32,300	190,134	16.9	16.7	3,772	
19	Minneapolis, Minn.	3,600	L.	5,000.00	400	29,020	2,600	31,620	870	32,500	226,007	18.8	18.4	3,729	
20	Saint Paul, Minn.	3,600	G. B.	5,000.00	400	31,080	3,000	34,170	302	34,472	226,520	17.7	14.5	3,920	
21	Louisville, Ky.	3,500	G. B.	3,600.00	400	38,660	4,900	43,560	342	43,902	254,561	18.7	18.6	2,490	
22	Providence, R. I.	3,500	G. B.	2,700.00	400	24,790	3,370	28,160	408	28,568	168,861	13.6	13.4	2,566	
23	Indianapolis, Ind.	3,500	G. B.	3,450.00	400	32,450	3,650	36,100	225	36,325	179,383	20.3	20.4	2,378	
24	Albany, N. Y.	3,500	G. B.	601.00	400	24,080	1,720	25,800	1,486	27,286	162,527	22.4	22.4	1,855	
25	Omaha, Nebr.	3,500	G. B.	601.00	400	19,465	2,275	20,770	76	20,846	154,200	13.5	13.6	2,509	
26	Newark, N. J.	3,500	G. B.	601.00	400	24,080	2,650	26,730	61	25,601	151,750	13.6	13.6	2,423	
27	Denver, Colo.	3,400	L.	601.00	400	24,080	3,160	27,240	799	27,959	138,754	20.9	19.6	4,051	
28	Hartford, Conn.	3,400	G. B.	3,800.00	565	14,320	2,200	16,520	66	16,586	123,272	15.2	15.2	1,801	
29	Syracuse, N. Y.	3,400	L.	3,800.00	565	14,320	1,670	15,990	229	16,219	123,001	12.6	12.4	1,721	
30	Columbus, Ohio	3,400	L.	13,300.00	665	18,165	1,675	19,840	64	19,904	122,211	10.3	10.2	1,579	

CLASSIFICATION OF POSTMASTERS.

51	New Haven, Conn.	3,400	G. B.	19,615	1,420	31,035	318	31,363	121,874	17.5	17.5
52	Providence, R. I.	3,400	G. B.	20,870	1,640	23,810	314	23,124	116,872	19.5	19.5
53	Wilmington, Del.	3,400	L. B.	19,124	2,415	31,639	376	31,915	115,797	18.9	18.9
54	Albany, Ga.	3,300	G. B.	18,549	3,180	19,845	340	19,845	107,837	18.4	18.2
55	Des Moines, Iowa	3,300	L.	11,052	2,128	13,180	90	13,260	107,722	12.3	12.2
56	Worcester, Mass.	3,300	L.	10,550	860	11,610	156	11,666	100,724	16.3	16.2
57	Memphis, Tenn.	3,300	G. B.	14,140	2,000	16,180	92	16,272	98,675	20.3	20.3
58	Madison, Wis.	3,300	G. B.	16,690	1,680	18,690	148	18,847	98,856	17.6	17.6
59	Proy, N. J.	3,300	L.	15,911	1,040	16,911	107	16,957	98,338	21.6	21.6
60	Portland, Me.	3,300	G. B.	18,748	1,460	20,208	176	20,228	93,447	14.8	14.8
61	Portland, Me.	3,300	G. B.	11,200	1,370	12,470	167	12,450	84,620	12.4	12.4
62	Fresno, Calif.	3,300	G. B.	7,772	600	8,400	187	8,429	84,429	11.0	10.7
63	Springfield, Mass.	3,300	L.	8,400	915	9,460	267	9,292	87,359	11.0	10.7
64	Lowell, Mass.	3,300	L.	8,305	530	8,855	116	8,871	78,719	16.3	16.1
65	Saint Joseph, Mo.	3,300	L.	10,360	1,800	12,925	118	13,118	78,101	17.5	17.3
66	Portland, Oregon	3,300	G. B.	10,800	2,225	13,025	132	13,127	73,143	13.3	13.2
67	Dayton, Ohio.	3,300	G. B.	8,500	1,300	9,800	69	9,869	74,051	15.4	15.4
68	Harrisburg, Pa.	3,300	G. B.	10,000	1,700	11,700	163	11,700	70,303	11.7	11.7
69	Lea Angeles, Cal.	3,300	L.	6,015	970	7,410	183	7,453	68,909	11.0	10.7
70	San Antonio, Tex.	3,300	L.	10,415	1,225	11,850	198	12,028	67,012	17.2	17.2
71	Springfield, Ohio.	3,300	L.	7,050	1,450	8,550	88	8,768	67,231	12.2	12.2
72	Charleston, S. C.	3,300	L.	1,070	1,070	2,170	13	2,170	64,021	15.9	15.9
73	Topeka, Kans.	3,300	G. B.	6,470	1,400	8,670	105	8,985	63,230	15.0	15.0
74	Trenton, N. J.	3,300	G. B.	8,100	1,565	9,775	97	9,892	63,448	14.7	14.7
75	Lincoln, Nebr.	3,300	G. B.	8,072	1,500	9,772	23	9,795	62,148	11.7	11.7
76	Dallas, Tex.	3,300	G. B.	8,900	670	10,700	65	10,735	58,933	19.0	19.0
77	Oakland, Cal.	3,300	G. B.	8,550	1,823	10,725	32	10,792	58,223	17.6	17.6
78	Augusta, Me.	3,300	L.	8,640	1,815	10,775	131	10,806	55,807	18.0	17.9
79	Bridgport, Conn.	3,300	L.	8,380	1,015	9,975	251	10,098	55,187	17.8	17.8
80	Albany, Pa.	3,300	G. B.	8,880	1,015	9,965	80	9,975	55,187	18.0	17.9
81	Wilmington, Del.	3,300	L.	17,052	968	12,047	14	12,530	55,980	22.6	22.6
82	Binghamton, N. Y.	3,300	L.	1,015	650	1,665	64	1,611	55,770	15.1	15.0
83	Albany, N. Y.	3,300	L.	7,752	575	8,410	14	8,411	51,924	10.6	10.6
84	Wilmington, N. Y.	3,300	L.	3,300	430	3,740	44	3,784	50,131	17.4	17.3
85	Binghamton, N. Y.	3,300	L.	3,700	670	4,380	10	4,390	48,679	10.8	10.8
86	Albany, N. Y.	3,300	L.	2,000.00	260	2,260	13	2,273	48,274	13.3	13.3
87	Albany, N. Y.	3,300	L.	2,000.00	260	2,260	16	2,271	47,115	15.2	15.2
88	Albany, N. Y.	3,300	L.	2,000.00	400	2,400	10	2,410	47,112	17.1	17.1
89	Jacksonville, Fla.	3,300	L.	2,000.00	400	2,400	194	2,404	46,020	17.1	17.1
90	Sacramento, Cal.	3,300	L.	2,000.00	280	2,280	18	2,292	45,652	21.1	21.0
91	Reading, Pa.	3,300	L.	2,300.00	280	2,580	338	2,526	45,564	15.8	15.8
92	Scranton, Pa.	3,300	L.	2,140.00	190	2,480	64	2,418	45,304	16.4	16.4
93	Dubuque, Iowa.	3,000	G. B.	6,400	975	7,375	18	7,439	43,388	17.1	17.0
94	Bangor, Me.	3,000	G. B.	4,000	1,500	7,100	7	7,104	43,063	16.1	16.5
95	New Bedford, Mass.	3,000	G. B.	4,000	1,500	7,100	7	7,104	41,922	10.6	10.6
96	Wheeling, W. Va.	3,000	G. B.	4,985	535	5,490	70	5,427	41,630	22.6	22.6
97	Chattanooga, Tenn.	3,000	L.	500.00	375	825	7	825	41,580	12.9	12.9
98	Quincy, Ill.	3,000	L.	1,800.00	335	2,135	122	2,135	40,843	18.3	18.3

* See notes No. 1 and No. 2.
 † Post-office into Government building October 17, 1887.
 ‡ Clerk-hire fixed at \$7,800 on September 20, 1887.

TABLE G.—Statement showing the first-class post-offices, eighty-two in number, listed in order of gross receipts, etc.—Continued.

No.	Office.	Salary of postmaster July 1, 1887.	Office in Government building or leased.	Allowances.					Aggregate of allowances exclusive of rent, fuel, and light.	Gross receipts four quarters ended March 31, 1887.	Percentage of gross receipts absorbed for—		Total money-order fees four quarters ended June 30, 1887.
				Rent.	Fuel and light.	Clerk-hire.		Miscellaneous and other allowances.			Expenditures, exclusive of rent, fuel, and light.	Clerk-hire.	
						Postal account.	Money-order account.							Total.
79	Erie, Pa.	\$3,000	L.	\$1,000.00	\$400	\$5,900	\$600	\$3,500	\$3,637	\$40,510	16.4	16.0	\$631
80	Burlington, Iowa.	3,000	L.	2,500.00	750	6,000	1,760	7,760	7,806	40,421	19.2	19.2	741
81	Rockford, Ill.	3,000	L.	1,200.00	235	4,100	790	4,810	4,866	40,300	12.1	11.9	543
82	Davenport, Iowa.	3,000	L.	1,600.00	650	4,700	1,000	5,700	5,810	40,159	14.5	14.2	741
	Total	295,000		163,848.50	41,457	3,765,439	314,958	4,080,397	4,159,857	21,601,951	1,391.1	1,371.2	257,799
	Average	3,573		1,898.12	506	45,819	3,811	49,781	50,730	263,438	17.0	16.7	3,144

NOTE 1.—Amounts stated in columns rent, fuel, and light, where office is marked as located in a Government building (G. B.), is the cost for rent, fuel, and light for stations or branches of the main office, or additional quarters for the main office. At present forty-five first-class offices are located in Government buildings, thirty-five are in premises under lease, and two offices are in premises where rent is allowed annually.

NOTE 2.—Money-order fees include amounts at the main office and stations.

TABLE H.—Statement showing 149 second-class post-offices, graded from \$2,900 to \$2,500, inclusive, and listed in order of gross receipts, with allowances for clerk-hire, rent, fuel, and light, and miscellaneous and other purposes, gross receipts four quarters ended March 31, 1887, percentage of said receipts absorbed for clerk-hire, and for all allowances exclusive of rent, fuel, and light; also, aggregate of allowances exclusive of rent, fuel, and light, total money-order fees collected for four quarters ended June 30, 1887, and the post-offices located in Government buildings.

No.	Office.	Salary of post-master July 1, 1887.	Office in Govern-ment build- ing or leased.	Allowances.				Miscella- neous and other allow- ances.	Aggre- gate allow- ances exclusive of rent, fuel, and light.	Gross receipts for four quarters ended March 31, 1887.	Percentage of gross receipts ab- sorbed by—		Total money order fees four quarters ended June 30, 1887.
				Rent.	Fuel and light.	Post- al account.	Clerk-hire.				Allow- ances ex- clusive of rent, fuel, and light.	Clerk- hire.	
1	Poughkeepsie, N. Y.	\$2,900	L.	\$1,350	\$000	\$5,287	\$313	\$30	\$5,639	\$29,968	14.1	14.0	\$928
2	Mobile, Ala.	2,600	G. E.	.....	.....	7,340	1,200	20	8,570	39,510	21.7	21.6	1,517
3	Evansville, Ind.	2,900	G. E.	.....	.....	6,400	1,900	30	7,343	38,365	19.1	19.1	1,243
4	Fort Wayne, Ind.	2,900	L.	1,000	562	5,370	900	43	6,303	37,896	16.6	16.4	886
5	Sioux City, Iowa	2,900	L.	2,200	.....	4,200	700	85	4,909	37,422	13.1	13.1	677
6	Council Bluffs, Iowa	2,900	L.	1,600	275	4,760	700	9	5,464	37,406	14.6	14.6	765
7	Akron, Ohio	2,900	L.	1,380	190	2,912	458	4	3,416	37,352	9.1	9.1	797
8	Little Rock, Ark.	2,900	G. E.	1,200	500	6,300	1,200	16	7,547	39,812	20.5	20.4	1,130
9	Bloomington, Ill.	2,900	L.	1,200	.....	5,600	1,200	36	6,896	36,760	18.6	18.5	708
10	Wichita, Kans.	2,900	L.	1,200	.....	3,125	700	16	7,116	36,438	19.5	19.5	1,257
11	Cedar Rapids, Iowa.	2,900	L.	1,200	475	3,125	600	.....	3,825	36,431	16.5	16.5	661
12	Anguila, Ga.	2,900	L.	1,000	235	4,660	500	626	5,726	36,418	15.7	14.0	843
13	Knoxville, Tenn.	2,900	G. E.	1,000	.....	4,250	720	3	5,003	36,340	13.8	13.8	641
14	Lancaster, Pa.	2,900	L.	2,000	320	4,000	4,200	3	4,203	35,600	11.8	11.8	832
15	Birmingham, Ala.	2,900	L.	975	.....	5,000	740	565	6,305	35,339	17.8	16.2	2,110
16	Kalamazoo, Mich.	2,900	L.	750	290	3,500	500	6	4,006	35,259	13.4	11.3	661
17	Paterson, N. J.	2,900	L.	1,500	175	3,084	410	14	3,514	35,118	10.0	10.0	1,435
18	Salt Lake City, Utah	2,900	L.	1,200	500	5,900	300	26	6,226	35,071	11.7	17.7	1,405
	Total	52,200		13,755	4,122	88,108	12,277	1,668	101,953	663,639	27.6	27.6	18,116
	Average	3,500		931	229	4,895	682	87	5,684	36,870	15.4	15.1	1,066
1	Terre Haute, Ind.	2,800	L.	900	590	5,600	700	144	6,444	34,922	18.5	18.0	997
2	Springfield, Ill.	2,800	G. E.	.....	.....	5,800	600	60	6,560	34,673	18.9	18.7	877
3	Manchester, N. H.	2,800	L.	1,350	305	3,650	350	16	4,016	34,585	11.5	11.6	839
4	Camden, N. J.	2,800	L.	1,200	325	3,500	300	34	3,834	34,078	11.3	11.2	510
5	San Antonio, Tex.	2,800	L.	1,000	300	5,900	1,000	236	7,136	33,965	21.0	20.3	1,851
6	Auburn, N. Y.	2,800	L.	1,500	438	4,640	77	77	4,717	33,668	14.0	14.0	601
7	Austin, Tex.	2,800	G. E.	1,240	.....	6,450	84	84	7,754	33,574	23.0	22.8	2,082
8	East Saginaw, Mich.	2,800	L.	1,000	.....	3,200	102	12	3,512	33,346	10.5	10.5	1,038
9	Holyoke, Mass.	2,800	L.	1,000	800	2,698	102	7	3,107	32,933	9.4	9.4	712

TABLE H.—Statement showing 149 second-class post-offices, graded from \$2,900 to \$2,500, inclusive, etc.—Continued.

No.	Office.	Salary of postmaster July 1, 1887.	Office in Government building or leased.	Allowances.				Miscellaneous allowances.		Aggregate of allowances exclusive of rent, fuel, and light.	Gross receipts for four quarters ended March 31, 1887.	Percentage of gross receipts absorbed for—		Total money-order fees for four quarters ended June 30, 1887.
				Rent.	Fuel and light.	Postal account.	Money-order account.	Total.	Miscellaneous and other allowances.			Allowances exclusive of rent, fuel, and light.	Clerk-hire.	
10	Houston, Tex.	\$2,800	I.	\$600	\$495	\$9,140	\$1,000	\$9,140	\$170	\$9,310	\$2,951	38.2	27.7	\$1,747
11	Elgin, Ill.	2,800	I.	1,500	230	3,025	3,365	3,000	5	3,005	32,840	90.1	09.1	695
12	Barrington, Vt.	2,800	G. B.	.....	.....	3,050	250	3,300	19	3,319	32,680	10.2	10.1	307
13	Waterbury, Conn.	2,800	I.	.....	300	4,620	3,880	5,000	12	5,012	32,254	15.6	15.5	1,033
14	Fall River, Mass.	2,800	G. B.	.....	.....	4,696	294	4,800	12	4,812	32,250	14.0	14.9	865
15	Macon, Ga.	2,800	I.	.....	.....	4,700	800	5,500	168	5,668	31,880	17.8	17.3	197
16	Archison, Kans.	2,800	I.	940	300	3,450	83	4,000	83	4,083	31,221	13.1	12.8	679
17	Williamsport, Pa.	2,800	I.	800	300	3,185	339	3,524	61	3,585	36,003	11.6	11.4	1,180
18	Montgomery, Ala.	2,800	G. B.	.....	.....	3,700	890	4,500	9	4,509	30,069	15.0	15.0	1,000
	Total	50,400		15,180	4,423	70,814	9,330	89,144	1,213	90,357	592,880	273.7	270.1	16,902
	Average	2,200		1,543	246	4,434	518	4,952	67	5,020	32,938	15.2	15.0	939
1	Meriden, Conn.	2,700	I.	1,292	218	3,025	375	4,000	150	4,150	29,890	13.9	13.4	501
2	Madison, Wis.	2,700	G. B.	.....	.....	4,050	600	5,250	13	5,263	29,547	17.8	17.8	508
3	Canton, Ohio	2,700	I.	1,000	150	2,800	.....	2,800	9	2,809	29,540	08.5	08.5	631
4	Lexington, Kans.	2,700	I.	.....	.....	3,680	600	4,280	5	4,285	29,540	14.5	14.5	700
5	Wilkes Barre, Pa.	2,700	I.	1,100	180	3,750	350	4,100	20	4,120	29,881	14.1	14.0	850
6	La Crosse, Wis.	2,700	I.	1,000	210	2,900	650	3,550	30	3,580	29,317	12.3	12.1	646
7	Duluth, Minn.	2,700	I.	1,450	.....	4,100	250	4,350	483	4,833	29,273	16.4	14.7	829
8	Lawrence, Mass.	2,700	I.	1,100	250	3,600	400	4,000	25	4,025	29,144	13.8	13.7	1,074
9	Jackson, Mich.	2,700	I.	1,100	275	3,370	330	3,700	2	3,702	28,855	12.8	12.8	723
10	Lyndeburg, Va.	2,700	I.	1,700	825	5,040	320	5,460	27	5,487	28,470	19.3	19.2	463
11	Newport, R. I.	2,700	G. B.	.....	.....	3,000	300	3,300	10	3,310	28,462	13.7	13.7	855
12	San Jose, Cal.	2,700	I.	.....	.....	3,220	680	4,000	50	4,050	28,114	14.4	14.2	1,118
13	Deering, Ill.	2,700	I.	800	100	2,501	499	3,000	9	3,009	27,993	10.7	10.7	652
14	Salem, Mass.	2,700	I.	2,100	170	3,250	250	3,500	65	3,565	27,891	12.6	12.6	735
15	Lansing, Mich.	2,700	I.	1,100	275	2,820	380	3,200	22	3,222	27,611	11.8	11.6	463
16	Concord, N. H.	2,700	I.	1,400	270	3,350	250	3,600	22	3,622	27,519	13.2	13.1	403
17	Orange, N. Y.	2,700	G. B.	.....	.....	4,125	397	4,423	33	4,455	27,469	16.3	16.2	529
18	Hayville, Mass.	2,700	I.	1,200	236	4,024	150	4,250	8	4,258	26,091	15.8	15.7	895
19	Zanesville, Ohio	2,700	I.	1,800	225	3,475	525	4,000	4	4,004	36,852	11.2	11.2	697
20	Newburgh, N. Y.	2,700	I.	1,580	240	4,617	183	4,800	6	4,804	35,644	18.1	18.0	405
21	Lexington, Ky.	2,700	I.	1,000	205	3,900	400	4,300	130	4,430	28,377	14.5	14.0	542

23	Racine, Wis.	2,700	L.	1,100	319	2,258	410	7,348	60	3,408	291,363	12.9	12.7
24	Fert Worth, Tex.	2,700	L.	1,000	408	4,000	700	5,300	291	5,561	291,337	21.1	20.1
25	Elizabeth, N. J.	2,700	L.	1,000	195	3,452	248	3,700	11	3,711	20,074	14.7	14.2
26	LaPorte, Ind.	2,700	L.	1,100	250	3,300	500	4,800	10	3,819	26,067	14.4	14.6
27	Norwich, Conn.	2,700	L.	1,800	419	3,256	244	4,500	67	3,567	25,935	15.8	13.5
28	Richmond, Ind.	2,700	L.	1,200	290	3,320	280	3,600	38	3,638	25,800	14.1	13.9
29	Leadville, Colo.	2,700	L.	1,000	450	6,000	800	7,750	295	8,025	25,392	31.6	30.4
30	Brockton, Mass.	2,700	L.	1,000	190	4,000	250	4,250	5	4,255	25,302	08.9	08.9
31	York, Pa.	2,700	L.	1,800	200	2,500	300	3,800	1	3,801	25,146	11.1	11.1
32	Lawrence, Kans.	2,700	L.	1,200	200	2,800	800	3,600	39	3,639	24,933	14.0	14.4
33	Mansfield, Ohio	2,700	L.	1,150	.....	2,651	369	3,400	2	3,402	24,768	09.7	09.7
34	Swanton Springs, N. Y.	2,700	L.	1,500	240	2,540	260	2,800	111	2,911	24,724	11.8	11.3
35	York, N. Y.	2,700	L.	1,500	190	2,350	150	2,500	.....	2,500	24,518	10.2	10.2
36	South Bend, Ind.	2,700	L.	1,200	390	2,544	456	3,000	61	3,061	24,380	12.6	12.3
37	Watertown, N. Y.	2,700	L.	1,000	450	3,250	250	3,500	307	3,807	24,065	15.8	14.5
	Total	97,200		35,534	7,910	122,448	13,022	136,370	2,417	138,783	974,539	512.8	503.4
	Average	2,700		987	250	3,401	387	3,788	67	3,855	27,071	14.2	14.0
1	Galesburg, Ill.	2,600	L.	900	370	3,000	1,500	4,500	38	4,538	43,915	19.0	18.8
2	Helen, Mont.	2,600	L.	1,200	300	2,350	450	4,800	10	4,810	20,520	20.4	20.4
3	Fitchburg, Mass.	2,600	L.	1,700	240	2,300	240	2,630	31	2,641	23,379	11.3	11.2
4	Pawmucket, R. I.	2,600	L.	1,250	200	2,800	200	3,000	28	3,028	23,181	13.1	12.9
5	Bath, Oreg., Mich.	2,600	L.	1,000	180	2,600	400	3,000	3,000	3,002	22,061	13.0	13.0
6	Allentown, Pa.	2,600	L.	1,300	275	2,625	300	2,925	29	2,954	22,016	12.9	12.8
7	Ithaca, N. Y.	2,600	L.	1,500	340	3,600	340	3,940	6	3,946	22,829	17.3	17.3
8	Oakbrook, Wis.	2,600	L.	1,200	430	2,709	291	3,100	.....	3,100	22,762	13.6	13.6
9	Keokuk, Iowa	2,600	L.	1,000	240	2,680	520	3,200	76	3,276	22,670	14.5	14.1
10	Tamworth, Mo.	2,600	L.	1,250	250	2,650	50	3,100	374	3,205	22,317	15.4	13.7
11	Ottumwa, Iowa	2,600	L.	1,500	270	2,600	200	3,300	5	3,295	22,168	14.4	14.3
12	Bartlesville, Mont.	2,600	G. B.	1	.....	2,160	500	3,400	108	3,568	22,085	15.9	15.4
13	Covington, Ky.	2,600	L.	500	100	1,350	150	1,600	10	1,593	21,887	06.9	06.9
14	Geneva, N. Y.	2,600	L.	1,200	400	2,400	450	2,850	10	2,860	21,852	13.1	13.0
15	Wingo, N. Y., Ohio	2,600	L.	1,400	400	2,600	240	2,800	5	2,805	21,582	13.0	13.0
16	Windsor, Mich.	2,600	L.	1,800	416	3,600	300	3,900	84	3,984	21,396	15.6	15.4
17	Rock Hill, Ill.	2,600	L.	1,400	116	2,751	349	3,100	14	3,114	21,306	14.8	14.5
18	Bradford, Pa.	2,600	L.	800	116	2,000	840	3,000	4,000	4,009	21,279	18.8	18.8
19	Windsor, Tex., N. C.	2,600	L.	550	350	2,200	350	2,550	29	2,579	21,119	13.9	13.7
20	Way, Mich.	2,600	L.	1,000	280	2,570	350	2,920	41	2,941	21,023	13.9	13.7
21	Bay City, Mich.	2,600	L.	1,700	400	3,100	200	3,300	41	3,341	21,119	15.6	15.6
22	Jameson, N. Y.	2,600	L.	1,200	275	2,300	360	2,700	39	2,739	21,100	13.0	12.8
23	Ann Arbor, Mich.	2,600	L.	1,200	350	2,300	420	2,720	54	2,774	21,039	17.9	17.7
24	New London, Conn.	2,600	L.	1,500	360	3,255	195	3,550	25	3,575	21,035	17.0	16.9
25	New London, Conn.	2,600	L.	1,600	250	1,887	313	2,200	85	2,282	20,752	10.5	10.5
26	Frederick, Md.	2,600	L.	1,100	390	2,225	265	2,500	86	2,586	20,571	12.9	12.9
27	Frederick, Md.	2,600	L.	900	260	2,225	265	2,490	86	2,576	20,566	22.3	22.3
28	Paris, Ind., Mass.	2,600	L.	1,000	175	2,500	270	2,770	62	2,832	20,478	13.7	13.5
29	New Britain, Conn.	2,600	L.	1,045	130	2,413	187	2,600	50	2,650	20,348	12.7	12.7
30	Stockport, N. Y.	2,600	L.	1,000	270	2,640	360	3,000	.....	3,000	20,329	14.7	14.7
31	Portsmouth, Va.	2,600	L.	1,000	200	2,850	250	3,200	42	3,192	20,298	15.7	15.5
32	Petersburg, Va.	2,600	L.	1,000	200	2,850	250	3,200	14	3,214	20,298	15.8	15.8
33	New Brunswick, N. J.	2,600	L.	1,050	.....	2,682	118	2,800	.....	2,800	20,151	13.9	13.9

TABLE H.—Statement showing 149 second-class post-offices, graded from \$2,900 to \$2,500 inclusive, etc.—Continued.

No.	Office.	Salary of postmaster July 1, 1887.	Office in Government building or leased.	Allowances.				Aggregate of allowances exclusive of fuel and light.	Gross receipts four quarters ended March 31, 1887.	Percentage of gross receipts absorbed for—		Total money order fees four quarters June 30, 1887.
				Rent.	Fuel and light.	Clerk-hire.	Miscellaneous and other allowances.			Allowances exclusive of rent, fuel, and light.	Clerk-hire.	
				Post. account.	Money-order account.	Total.						
34	Joliet, Ill.	\$2,600	L.	\$2,772	\$300	\$3,072	\$3,068	\$3,075	15.4	15.3	\$839	
35	Nashua, N. H.	2,600	L.	2,200	400	2,600	2,602	25,065	13.0	13.0	587	
	Total	91,000		98,784	12,348	111,127	112,443	756,700	510.3	513.1	21,162	
	Average	2,600		2,822	353	3,175	3,213	201,620	14.8	14.7	605	
1	Emporia, Kans.	2,500		1,700	318	1,700	1,700	19,920	88.5	88.5	680	
2	Altoona, Pa.	2,500	L.	2,900	200	2,900	2,900	19,770	11.6	11.6	909	
3	Platfield, N. J.	2,500	L.	1,952	318	1,700	1,701	19,792	88.6	88.6	369	
4	Marshalltown, Iowa	2,500	L.	1,500	200	1,700	1,701	19,792	88.6	88.6	369	
5	San Diego, Cal.	2,500	L.	2,280	220	2,500	2,501	19,656	12.7	12.7	359	
6	Middletown, Conn.	2,500	G. B.	3,050	400	3,510	3,510	19,437	18.1	18.1	1,052	
7	Raleigh, N. C.	2,500	G. B.	2,500	200	2,700	2,702	19,167	14.1	14.1	392	
8	Rome, N. Y.	2,500	L.	3,450	550	4,000	4,003	19,010	21.1	21.0	468	
9	Muskegon, Mich.	2,500	L.	2,008	192	2,200	2,201	18,750	11.2	11.2	318	
10	Rutland, Vt.	2,500	L.	2,020	80	2,100	2,100	18,688	15.2	15.1	722	
11	Gloucester, Mass.	2,500	G. B.	2,607	133	2,800	2,800	18,526	13.0	13.0	239	
12	Warren, Pa.	2,500	L.	1,188	192	2,380	2,386	18,204	15.2	15.0	670	
13	East Orange, N. J.	2,500	L.	1,248	120	2,300	2,300	18,053	13.0	13.0	396	
14	Aurora, Ill.	2,500	L.	1,000	100	1,100	1,100	18,047	66.9	66.9	149	
15	Hoboken, N. J.	2,500	L.	2,140	205	2,300	2,302	18,046	12.8	12.7	838	
16	Lewiston, Me.	2,500	L.	2,076	224	2,300	2,304	18,007	12.8	12.8	645	
17	Janesville, Wis.	2,500	L.	1,914	286	2,200	2,202	17,850	12.3	12.3	543	
18	Atlantic City, N. J.	2,500	L.	2,169	331	2,500	2,501	17,761	14.1	14.1	489	
19	North Adams, Mass.	2,500	L.	300	110	400	400	17,712	15.0	15.0	251	
20	Westfield, Mass.	2,500	L.	1,600	200	1,800	1,802	17,627	10.2	10.2	641	
21	Sedalia, Mo.	2,500	L.	1,300	200	1,500	1,510	17,602	8.6	8.5	348	
22	Vicksburg, Miss.	2,500	L.	2,200	500	2,700	2,702	17,506	15.4	15.3	734	
23	Fort Scott, Kans.	2,500	L.	2,495	505	3,000	3,020	17,544	17.2	17.1	745	
24	Northampton, Mass.	2,500	L.	2,053	547	2,600	2,624	17,544	15.0	14.8	709	
25	Sandusky, Ohio.	2,500	L.	1,310	190	1,500	1,500	17,477	19.7	19.5	348	
26	Hamford, Conn.	2,500	G. B.	3,394	42	3,800	3,818	17,400	18.6	18.6	515	
27	Hamilton, Ohio.	2,500	L.	1,700	100	1,800	1,800	17,183	13.6	13.4	412	
28	Jacksonville, Ill.	2,500	L.	2,688	213	2,900	2,917	17,125	18.0	18.0	340	
				2,117	383	2,500	2,507	17,051	17.8	17.7	467	

39	Clinton, Iowa.....	L.	1,000	330	1,650	350	2,000	2	2,002	17,029	11.8	11.7	546
40	Cheyenne City, Wyo.....	L.	4	.....	2,040	300	2,240	13	2,553	16,969	13.9	13.8	712
41	Springfield, Mo.....	L.	1,050	150	2,750	450	3,200	2	3,202	16,806	19.0	19.0	749
42	Columbia, S. C.....	G. B.	.....	.....	2,140	960	2,500	1	2,501	16,672	15.0	15.0	618
43	Colorado Springs, Colo.....	L.	.....	.....	2,537	263	2,800	9	2,809	16,648	16.9	16.8	728
34	Schenectady, N. Y.....	L.	1,000	250	2,100	.....	2,100	47	2,147	16,451	13.0	12.7	439
35	Moline, Ill.....	L.	1,925	.....	1,800	200	2,000	.....	2,000	16,542	12.1	12.1	451
36	Danbury, Conn.....	L.	300	100	3,000	200	2,200	27	2,227	16,405	13.6	13.4	446
37	Columbus, Ga.....	L.	500	175	1,900	.....	1,900	26	1,925	16,367	11.8	11.6	810
38	Eau Claire, Wis.....	L.	1,500	.....	1,645	300	1,945	10	1,955	16,259	12.0	11.9	572
39	Waltham, Mass.....	L.	1,200	140	1,822	178	1,100	2	1,102	16,270	04.8	06.8	495
40	Meadville, Pa.....	L.	1,000	200	2,230	470	2,700	2	2,702	16,281	16.6	16.6	594
41	Wyanotzke, Kans.....	L.	1,600	180	1,570	230	1,800	9	1,809	16,225	11.1	11.1	463
42	Newburyport, Mass.....	L.	900	185	2,075	125	2,200	30	2,230	16,141	13.8	13.6	350
	Total.....		27,648	5,201	86,728	10,139	96,867	1,650	98,517	741,881	550.0	548.9	22,366
	Average.....		648	124	2,065	241	2,306	39	2,340	17,663	13.3	13.1	596
					105,000		2,500						

TABLE I.—Statement showing 268 second-class post-offices, graded from \$2,400, to \$2,000, inclusive, and listed in order of gross receipts, with allowances for clerk hire, rent, fuel, and light, and miscellaneous and other purposes, gross receipts four quarters ended March 31, 1887, percentage of allowances of said receipts absorbed for clerk hire, and for all allowances exclusive of rent, fuel, and light; also aggregate of allowances exclusive of rent, fuel, and light, total money-order fees collected for four quarters ended June 30, 1887, and the post-offices located in Government buildings.

No.	Office.	Salary of postmaster July 1, 1887.	Offices in Government buildings leased.	Allowances.				Miscellaneous and other allowances.	Aggregate of allowances exclusive of rent, fuel, and light.	Gross receipts, four quarters ended March 31, 1887.	Allowances exclusive of rent, fuel, and light.	Percentage of gross receipts absorbed for—	Total money-order fees, four quarters ended March 31, 1887.
				Rent.	Fuel and light.	Clerk-hire.							
						Postal account.	Money-order account.							Total.
1	Lima, Ohio.	\$2,400	L.	\$600	.....	\$1,040	\$100	.....	\$210	\$1,040	31	\$14
2	Middletown, N. Y.	2,400	L.	1,000	.....	1,775	100	.....	1,875	1,775	74	953
3	Fond du Lac, Wis.	2,400	L.	1,100	\$310	2,800	125	.....	2,925	2,800	96	409
4	Port Huron, Mich.	2,400	L.	.....	.....	1,670	270	.....	1,940	1,940	81	353
5	Trenton, Pa.	2,400	L.	700	162	1,920	250	.....	2,170	1,920	88	333
6	Morrisstown, N. J.	2,400	L.	600	.....	2,000	.....	.....	2,000	2,000	83	338
7	Seattle, Wash.	2,400	L.	600	195	2,000	400	.....	2,400	2,000	83	333
8	Portville, Pa.	2,400	L.	650	100	2,000	.....	.....	2,000	2,000	83	333
9	Calico, Ill.	2,400	L.	.....	.....	1,620	375	.....	1,995	1,620	81	355
10	Elkhart, Ind.	2,400	G. B.	700	170	1,683	317	.....	2,000	1,683	83	359
11	Seneca Falls, N. Y.	2,400	L.	700	135	1,640	300	.....	1,940	1,640	82	344
12	Chester, Pa.	2,400	L.	600	120	1,600	178	.....	1,778	1,600	90	327
13	West Falls, Ark.	2,400	L.	1,000	200	1,623	150	.....	1,773	1,623	91	330
14	St. Charles, Mo.	2,400	L.	1,500	.....	1,700	100	.....	1,800	1,700	94	338
15	St. Louis, Mo.	2,400	L.	1,000	200	1,600	161	.....	1,761	1,600	90	324
16	Muscatine, Iowa.	2,400	L.	1,000	175	1,625	275	.....	1,900	1,625	88	337
17	Platt, Mich.	2,400	L.	750	160	1,600	.....	.....	1,600	1,600	67	374
18	Ligonier, Pa.	2,400	L.	.....	.....	1,250	275	.....	1,525	1,250	82	340
19	Logansport, Ind.	2,400	L.	800	270	1,600	.....	.....	1,600	1,600	67	374
20	Seban, Ala.	2,400	L.	900	160	1,410	200	.....	1,610	1,410	86	345
21	Hedges, N. Y.	2,400	L.	600	265	1,416	254	.....	1,670	1,416	84	346
22	Hammondsport, N. Y.	2,400	L.	650	155	1,300	388	.....	1,688	1,300	77	393
23	Hammondsport, Vt.	2,400	L.	400	151	1,355	315	.....	1,670	1,355	81	374
24	Danville, Ill.	2,400	L.	600	100	2,200	.....	.....	2,200	2,200	92	340
25	Portsmouth, N. H.	2,400	L.	.....	.....	2,200	100	.....	2,300	2,200	96	310
26	Charlottesville, N. C.	2,400	G. B.	600	200	2,000	.....	.....	2,000	2,000	83	359
27	Charlotte, N. C.	2,400	L.	700	108	2,350	150	.....	2,500	2,350	94	345
28	Stamton, Va.	2,400	L.	400	130	1,775	425	.....	2,200	1,775	81	372
29	Stamton, Va.	2,400	L.	400	150	1,635	165	.....	1,800	1,635	91	369
30	Amsterdam, N. Y.	2,400	L.	1,000	160	1,700	.....	.....	1,700	1,700	71	479
31	Adrian, Mich.	2,400	L.	850	230	2,035	365	.....	2,400	2,035	85	348
32	Hudson, N. Y.	2,400	L.	450	240	1,769	131	.....	1,900	1,769	81	347
33	Steubenville, Ohio.	2,400	L.	900	200	1,000	250	.....	1,250	1,000	80	365

Keosau, N. H.	2,400	L.	600	150	950	50	1,000	80	1,050	13,058	7.7	7.5	303
Newport, Ky.	2,400	L.	1,000	135	1,465	135	1,600	120	1,720	13,058	12.8	11.5	288
Englewood, Ill.	2,400	L.	300	130	1,272	111	1,422	11	1,500	12,992	10.4	10.3	366
Batavia, N. Y.	2,400	L.	1,000	130	1,665	135	1,800	11	1,833	13,795	10.4	10.4	361
Newark, Ohio.	2,400	L.	700	194	1,300	240	1,500	2	1,500	13,783	11.7	11.7	406
Painesville, Ohio.	2,400	L.	200	95	933	22	955	3	958	13,617	7.0	7.0	186
Oil City, Pa.	2,400	L.	300	160	1,800	200	2,000	2	2,002	13,563	14.8	14.7	470
Iowa City, Iowa.	2,400	L.	1,000	260	1,545	240	1,785	131	1,916	13,003	14.2	13.2	456
El Paso, Tex.	2,400	L.	600	100	2,305	105	2,505	136	2,601	13,489	19.5	18.5	545
Danville, Va.	2,400	G. B.	1,000	100	2,905	205	3,105	6	3,106	13,484	18.5	18.5	545
Chillicothe, Ohio.	2,400	L.	1,000	175	1,800	200	2,000	2	2,002	13,408	7.4	7.4	319
Waterloo, Iowa.	2,400	L.	1,250	175	1,850	160	2,000	2	2,002	13,392	15.5	14.0	409
Greenfield, Mass.	2,400	L.	500	150	1,600	140	1,700	143	1,843	13,305	13.8	12.7	284
Ottawa, Ill.	2,400	L.	1	148	1,624	83	1,800	33	1,833	13,335	13.7	13.5	472
Orange, N. J.	2,400	L.	600	85	1,200	176	1,300	4	1,300	13,279	9.0	9.0	347
Mount Vernon, N. Y.	2,400	L.	600	116	1,538	61	1,600	4	1,604	13,270	4.6	4.5	190
Beaumont, N. Y.	2,400	L.	700	100	1,295	335	1,600	3	1,603	13,132	12.2	12.2	326
Olean, N. Y.	2,400	L.	1,000	65	1,535	65	1,600	3	1,600	13,108	12.2	12.2	348
New Castle, Pa.	2,400	L.	700	100	1,535	65	1,600	3	1,600	13,108	12.2	12.2	348
Parkersburg, W. Va.	2,400	G. B.	1,700	125	2,000	5	2,009	5	2,005	13,072	15.3	15.3	511
Norristown, Pa.	2,400	L.	1,000	125	2,250	125	2,250	5	2,255	13,072	17.3	17.2	282
Hornellville, N. Y.	2,400	L.	1,200	224	1,200	224	1,200	5	1,200	13,046	9.2	9.2	340
Total	132,000		34,412	6,458	65,437	9,329	104,766	1,810	106,005	791,486	731.5	718.5	22,092
Average	2,400		626	117	1,735	170	1,905	33	1,938	14,391	13.3	13.1	402
Hot Springs, Ark.	2,300	L.	1,050	130	2,180	385	2,565	3	2,568	12,993	19.8	19.7	658
Appleton, Wis.	2,300	L.	600	260	1,300	300	1,500	3	1,500	12,992	11.5	11.5	375
Salina, Kans.	2,300	L.	250	150	1,785	315	1,100	3	1,100	12,771	8.6	8.6	668
Ordan City, Utah.	2,300	L.	750	170	2,768	132	2,900	3	2,903	12,745	22.8	22.7	397
Mankato, Minn.	2,300	L.	1,100	91	1,120	100	1,220	2	1,220	12,609	9.6	9.6	248
Woonsocket, R. I.	2,300	L.	500	120	865	135	1,000	2	1,002	12,653	7.9	7.9	366
Frankfort, Ky.	2,300	G. B.	1,328	172	1,500	18	1,518	18	1,518	12,640	12.0	11.9	313
Colehes, N. Y.	2,300	G. B.	4,425	175	2,640	54	2,654	54	2,654	12,640	20.9	20.5	282
Alexandria, Va.	2,300	L.	1,870	130	1,370	130	1,500	3	1,500	12,621	11.9	11.9	477
Freemont, Neb.	2,300	L.	480	30	1,878	22	1,900	3	1,903	12,569	7.2	7.2	292
Delaware, Ohio.	2,300	L.	500	175	1,345	255	1,600	6	1,600	12,565	12.7	12.7	326
Ansonia, Conn.	2,300	L.	800	104	870	130	1,000	6	1,005	12,322	8.1	8.1	363
Fort Smith, Ark.	2,300	L.	550	104	2,000	104	2,000	6	2,000	12,315	16.2	16.2	603
Denison, Tex.	2,300	L.	130	150	2,230	300	2,500	90	2,500	12,315	21.0	20.3	287
Dever, N. H.	2,300	L.	800	108	1,600	100	1,700	3	1,703	12,292	16.3	16.3	596
Charleston, W. Va.	2,300	G. B.	200	70	1,240	100	1,400	4	1,404	12,277	11.4	11.4	323
Portsmouth, Ohio.	2,300	L.	200	70	1,287	243	1,500	45	1,545	12,183	12.7	12.3	349
Birmingham, Conn.	2,300	L.	1,000	150	1,225	150	1,375	5	1,380	12,133	11.4	11.3	360
New Albany, Ind.	2,300	L.	1,800	118	1,600	200	1,800	35	1,935	12,130	15.9	15.6	366
Ashbury Park, N. J.	2,300	L.	600	80	1,700	100	1,800	3	1,803	12,118	6.6	6.6	295
Cumberland, Md.	2,300	L.	600	136	1,700	100	1,800	39	1,839	12,054	15.3	14.9	326
Huron, Dak.	2,300	L.	250	60	1,500	136	1,636	3	1,639	12,029	13.6	13.6	173
Middletown, Ohio.	2,300	L.	400	120	1,725	75	1,800	3	1,800	11,918	6.7	6.7	165
Winfield, Kans.	2,300	L.	400	92	1,200	200	1,400	6.7	1,400	11,837	11.8	11.8	307
Gloverville, N. Y.	2,300	L.	600	80	1,175	25	1,200	25	1,200	11,795	10.2	10.2	366

TABLE I.—Statement showing 286 second-class post-offices, graded from \$2,400, to \$2,000, inclusive, etc.—Continued.

No.	Office.	Salary of postmaster July 1, 1887.	Offices in Government buildings or leased.	Allowances.				Clerk hire.		Miscellaneous and other allowances.	Aggregate of allowances exclusive of rent, fuel, and light.	Gross receipts, four quarters ended March 31, 1887.	Percentage of gross receipts absorbed for—		Total money-order fees, four quarters ended March 31, 1887.
				Rent.	Fuel and light.	Postal account.	Money-order account.	Total.	Allowances.				Clerk hire.		
26	Little Falls, N. Y.	\$2,300	L.	\$650	\$174	\$1,664	\$136	\$1,600	\$42	\$1,642	\$1,702	13.9	13.6	\$12	
27	Ogdensburg, N. Y.	2,300	G, B.			1,705	195	1,900	5	1,905	1,749	16.3	16.3	359	
28	Paducah, Ky.	2,300	L.			1,000	325	1,325		1,325	1,748	11.3	11.3	669	
29	Chambersburgh, Pa.	2,300	L.	350	140	1,440	60	1,500		1,500	1,691	12.8	12.8	292	
30	Piqua, Ohio	2,300	L.	720	90	1,050	150	1,200	1	1,201	1,677	10.3	10.3	257	
31	Aburn, Mo.	2,300	L.	700	130	1,000	100	1,000	3	1,003	1,669	8.6	8.6	178	
32	Malden, Mass.	2,300	L.	800	90	1,000	140	1,140	17	1,157	1,662	8.8	8.8	310	
33	Dunkirk, N. Y.	2,300	L.	300	133	940	760	1,160	6	1,166	1,659	9.5	9.5	362	
34	Ottawa, Kans.	2,300	L.	300	75	894	336	1,200	3	1,203	1,590	10.4	10.4	496	
35	Bethlehem, Pa.	2,300	L.	700	80	1,075	125	1,200	3	1,203	1,590	10.4	10.4	496	
36	Washington, N. J.	2,300	L.	250	42	740	100	840	2	842	1,583	7.3	7.3	92	
37	Jefferson City, Mo.	2,300	L.	270	75	1,177	323	1,500	3	1,413	1,574	12.2	12.2	279	
38	Meridian, Miss.	2,300	L.	480	55	814	180	1,000	150	1,650	1,515	14.3	14.3	468	
39	Evansville, Ill.	2,300	L.	850	118	1,038	160	1,200	136	1,336	1,513	9.9	8.7	273	
40	Oskaloosa, Iowa	2,300	L.	400	150	1,320	320	1,640	207	1,807	1,499	16.5	14.3	386	
41	Salem, Oregon	2,300	L.	1		970	330	1,300	3	1,303	1,496	11.3	11.3	433	
42	Woooster, Ohio	2,300	L.	600	117	1,100	168	1,268	32	1,322	1,487	9.6	9.6	345	
43	Hagerstown, Md.	2,300	L.	500	139	1,207	168	1,375	453	1,828	1,447	16.0	12.0	337	
44	Sherman, Tex.	2,300	L.	200	98	1,038	462	1,500	34	1,524	1,876	13.4	13.2	284	
45	Montpelier, Vt.	2,300	L.	850	100	1,300	100	1,400	2	1,402	1,334	11.9	11.9	241	
46	Presno City, Cal.	2,300	L.			772	228	1,000	26	1,026	1,829	9.1	8.8	579	
47	Sterling, Ill.	2,300	L.	800	175	1,225	150	1,375	1	1,376	1,815	12.2	12.2	252	
48	Xenia, Ohio, N. Y.	2,300	L.	400	150	1,360	40	1,400	3	1,403	1,814	12.4	12.4	268	
49	Glen Falls, N. Y.	2,300	L.	800	209	1,221	79	1,300	12	1,312	1,808	11.6	11.5	255	
50	Pueblo, Colo.	2,300	L.	1	150	1,700	300	3,000	68	3,068	1,217	27.4	27.0	510	
51	Pensacola, Fla.	2,300	G, B.			1,400	100	1,500	0	1,501	1,110	14.1	13.5	704	
52	Pensacola, Fla.	2,300	L.	975	100	950	190	1,050	0	1,056	1,692	9.5	9.5	342	
53	Hazleton, Pa.	2,300	L.	500	150	950	142	1,100	364	1,464	1,090	13.2	9.9	372	
54	Pittston, Pa.	2,300	L.	2	76	800	100	900	2	902	1,044	7.3	7.3	330	
55	Salem, Ohio	2,300	L.	325	138	896	194	1,000	48	1,048	1,632	9.5	9.1	397	
Total		126,500		25,564	5,238	70,642	8,759	79,401	2,042	81,443	453,111	683.4	685.9	20,015	
Average		2,300		465	95	1,284	159	1,444	37	1,481	11,875	12.4	12.1	364	
1	Westerly, R. I.	2,200		500	125	900	106	1,000	1	1,001	10,989	9.1	9.1	340	
2	Frederick, Md.	2,200	L.	1,000		1,037	149	1,186		1,186	10,986	10.8	10.8	230	

3	Garden City, Kans.	2,200	600	1,100	180	1,050	1,100	1,000	10,064	10.0	10.0	287				
4	Champion, Ill.	2,200	250	1,085	145	1,250	1,022	1,031	10,964	9.8	9.8	250				
5	Huntington, Pa.	2,200	100	1,015	184	1,100	1,092	1,092	10,922	11.3	11.3	219				
6	Grand Island, Nebr.	2,200	700	1,120	180	1,300	1,045	1,019	12.3	11.9	276					
7	Owego, N. Y.	2,200	300	850	141	1,200	1,002	1,017	9.2	9.2	414					
8	Washington, Pa.	2,200	300	1,098	102	1,300	1,215	1,0845	11.2	11.1	307					
9	Bath, Me.	2,200	100	1,285	165	1,450	1,462	1,0,740	13.6	13.5	285					
10	Canastota, N. Y.	2,200	100	1,680	130	1,800	1,801	1,0,685	16.9	16.8	290					
11	Franklin, Pa.	2,200	350	1,058	144	1,200	1,208	1,0,685	11.3	11.2	294					
12	Charlton, Pa.	2,200	200	1,352	148	1,500	1,500	10,560	14.2	14.2	194					
13	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
14	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
15	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
16	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
17	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
18	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
19	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
20	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
21	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
22	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
23	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
24	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
25	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
26	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
27	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
28	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
29	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
30	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
31	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
32	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
33	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
34	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
35	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
36	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
37	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
38	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
39	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
40	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
41	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
42	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
43	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
44	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
45	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
46	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
47	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
48	Onondaga, N. Y.	2,200	200	1,000	200	1,200	1,210	10,560	11.4	11.3	315					
Total											105,600	18,907	4,382	51,109	524.7	16,866
Average											2,200	394	91	10,471	10.9	351

TABLE I.—Statement showing 286 second-class post-offices, graded from 2,400, to 2,000, inclusive, etc.—Continued.

No.	Office.	Salary of postmaster July 1, 1887.	Offices in Government buildings or leased.	Allowances.				Miscellaneous allowances and other allowances.		Aggregate of allowances exclusive of rent, fuel and light.	Gross receipts, four quarters ended March 31, 1887.	Percentage of gross receipts absorbed for—		Total money-order fees, four quarters ended March 31, 1887.
				Rent.	Fuel and light.	Postal account.	Clerk-hire. Money order account.	Total.	Alloances, exclusive of rent, fuel and light.			Clerk hire.		
1	Owenborough, Ky.	\$2 100	L.	\$500	\$78	\$1,300	.....	\$1,300	\$16	\$1,316	\$9,982	13.2	13.0	\$334
2	Corry, Pa.	100	L.	350	130	1,000	.....	1,200	2	1,202	9,901	12.1	12.1	237
3	Tonawanda, N. Y.	100	L.	300	60	500	.....	500	2	502	9,901	12.0	12.0	210
4	Sheboygan, Wis.	100	L.	600	130	1,050	.....	1,140	1	1,100	9,877	12.0	12.0	213
5	Bridgeton, N. J.	100	L.	300	105	780	.....	120	.....	1,000	9,866	12.0	12.0	258
6	Rome, Ga.	100	L.	500	100	900	.....	.....	1	901	9,853	11.9	11.9	385
7	Orlando, Fla.	100	L.	340	15	1,010	.....	160	362	1,562	9,806	15.9	15.9	683
8	Biddeford, Me.	100	L.	750	95	1,271	.....	120	.....	1,402	9,767	14.3	14.3	287
9	Ionia, Mich.	100	L.	450	85	801	.....	190	6	1,000	9,759	10.3	10.2	297
10	Crawfordsville, Ind.	100	L.	600	.....	458	.....	112	.....	602	9,744	10.2	10.2	211
11	Beverly, Mass.	100	L.	550	.....	980	.....	220	2	1,202	9,724	12.4	12.3	374
12	Fairbank, Minn.	100	L.	300	115	800	.....	300	.....	1,000	9,721	10.3	10.3	332
13	Ypsilanti, Mich.	100	L.	300	100	1,000	.....	1,000	.....	1,000	9,707	10.5	10.3	305
14	Kankakee, Ill.	100	L.	1.0	100	810	.....	190	18	1,018	9,707	10.5	10.3	305
15	Parisburg, N. Y.	100	L.	.....	.....	1,300	.....	.....	15	1,415	9,697	14.6	14.4	151
16	Walla Walla, Wash.	100	L.	500	130	1,250	.....	201	.....	1,500	9,685	15.5	15.5	481
17	Troy, Ohio.	100	L.	600	.....	850	.....	1,000	.....	1,902	9,682	10.3	10.3	294
18	Fort Jervis, N. Y.	100	L.	850	.....	969	.....	131	330	1,420	9,680	14.7	11.4	291
19	Massillon, Ohio.	100	L.	1	127	1,108	.....	192	.....	1,300	9,655	13.5	13.5	407
20	Abilene, Kans.	100	L.	1	115	1,000	.....	.....	.....	1,013	9,654	10.4	10.4	423
21	Urbana, Ohio.	100	L.	300	119	1,321	.....	170	.....	1,513	9,606	15.8	15.6	325
22	Carthage, Mo.	100	L.	200	110	1,504	.....	200	.....	1,802	9,605	18.8	18.7	454
23	South Norwalk, Conn.	100	L.	300	108	750	.....	50	2	1,000	9,566	18.4	18.4	454
24	Columbus, Ind.	100	L.	.....	.....	500	.....	.....	.....	500	9,540	10.5	10.5	316
25	Pottstown, Pa.	100	L.	.....	.....	400	.....	400	.....	400	9,538	10.2	10.2	271
26	Santa Barbara, Cal.	100	L.	200	60	1,000	.....	200	20	1,250	9,526	12.8	12.6	414
27	Grand Forks, Dak.	100	L.	450	140	1,200	.....	200	.....	1,390	9,498	12.6	12.6	313
28	Valparaiso, Ind.	100	L.	350	120	1,084	.....	300	.....	1,302	9,473	13.7	13.7	211
29	Albuquerque, N. Mex.	100	L.	500	150	1,140	.....	300	.....	1,440	9,438	15.9	15.9	400
30	Big Rapids, Mich.	100	L.	340	130	855	.....	145	.....	1,001	9,405	10.6	10.6	324
31	Norwalk, Ohio.	100	L.	550	180	1,075	.....	225	.....	1,300	9,397	14.0	13.8	384
32	Ashelton, N. C.	100	L.	180	88	1,000	.....	16	.....	1,003	9,397	10.7	10.6	468
33	Alton, Ill.	100	L.	500	120	1,200	.....	.....	.....	1,200	9,383	12.8	12.8	275
34	Melrose, Mass.	100	L.	350	.....	350	.....	.....	.....	1,001	9,370	10.7	10.7	65
35	Creston, Iowa.	100	L.	600	190	1,150	.....	150	440	1,740	9,375	18.7	12.9	344
36	Ambherst, Mass.	100	L.	350	75	900	.....	100	.....	1,004	9,346	10.7	10.6	290
37	East Liverpool, Ohio.	100	L.	725	547	153	1	701	9,349	17.6	17.6	379

CLASSIFICATION OF POSTMASTER.

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39	340	350	130	1,000	800	1,800	.	1	1,801	9,241	19.5	19.5	270
40	100	400	145	1,100	1,700	1,700	L.		1,700	9,237	19.5	19.5	140
41	100	400	145	1,100	1,700	1,700	L.		1,700	9,195	19.5	19.5	241
42	100	400	145	1,100	1,700	1,700	L.		1,700	9,146	19.5	19.5	466
43	100	500	168	910	700	700	L.	1	701	9,138	19.5	19.5	160
44	100	650	749	181	900	900	L.	1	901	9,117	19.5	19.5	314
45	100	300	90	1,300	500	500	L.	2	502	9,093	19.5	19.5	270
46	100	350	60	1,270	130	1,200	L.	2	1,203	9,063	19.5	19.5	261
47	100	200	100	1,600	500	1,600	L.	3	1,603	9,000	19.5	19.5	385
48	100	500	125	1,500	200	1,500	L.	143	1,743	9,058	19.5	19.5	305
49	100	500	125	1,500	200	1,500	L.	1	1,501	9,037	19.5	19.5	233
50	100	500	125	1,500	200	1,500	L.	1	1,501	9,019	19.5	19.5	143
51	100	350	70	1,050	110	1,100	G, B.	1	1,101	9,015	19.5	19.5	200
52	100	350	70	1,050	110	1,100	L.	2	1,102	9,012	19.5	19.5	284
53	100	350	70	1,050	110	1,100	L.	2	1,103	9,012	19.5	19.5	284
54	100	350	70	1,050	110	1,100	L.	2	1,104	9,012	19.5	19.5	284
55	100	350	70	1,050	110	1,100	L.	2	1,105	9,012	19.5	19.5	284
56	100	350	70	1,050	110	1,100	L.	2	1,106	9,012	19.5	19.5	284
57	100	350	70	1,050	110	1,100	L.	2	1,107	9,012	19.5	19.5	284
58	100	350	70	1,050	110	1,100	L.	2	1,108	9,012	19.5	19.5	284
59	100	350	70	1,050	110	1,100	L.	2	1,109	9,012	19.5	19.5	284
60	100	350	70	1,050	110	1,100	L.	2	1,110	9,012	19.5	19.5	284
61	100	350	70	1,050	110	1,100	L.	2	1,111	9,012	19.5	19.5	284
62	100	350	70	1,050	110	1,100	L.	2	1,112	9,012	19.5	19.5	284
63	100	350	70	1,050	110	1,100	L.	2	1,113	9,012	19.5	19.5	284
64	100	350	70	1,050	110	1,100	L.	2	1,114	9,012	19.5	19.5	284
65	100	350	70	1,050	110	1,100	L.	2	1,115	9,012	19.5	19.5	284
66	100	350	70	1,050	110	1,100	L.	2	1,116	9,012	19.5	19.5	284
67	100	350	70	1,050	110	1,100	L.	2	1,117	9,012	19.5	19.5	284
68	100	350	70	1,050	110	1,100	L.	2	1,118	9,012	19.5	19.5	284
69	100	350	70	1,050	110	1,100	L.	2	1,119	9,012	19.5	19.5	284
70	100	350	70	1,050	110	1,100	L.	2	1,120	9,012	19.5	19.5	284
71	100	350	70	1,050	110	1,100	L.	2	1,121	9,012	19.5	19.5	284
72	100	350	70	1,050	110	1,100	L.	2	1,122	9,012	19.5	19.5	284
73	100	350	70	1,050	110	1,100	L.	2	1,123	9,012	19.5	19.5	284
74	100	350	70	1,050	110	1,100	L.	2	1,124	9,012	19.5	19.5	284
75	100	350	70	1,050	110	1,100	L.	2	1,125	9,012	19.5	19.5	284
76	100	350	70	1,050	110	1,100	L.	2	1,126	9,012	19.5	19.5	284
77	100	350	70	1,050	110	1,100	L.	2	1,127	9,012	19.5	19.5	284
78	100	350	70	1,050	110	1,100	L.	2	1,128	9,012	19.5	19.5	284
79	100	350	70	1,050	110	1,100	L.	2	1,129	9,012	19.5	19.5	284
80	100	350	70	1,050	110	1,100	L.	2	1,130	9,012	19.5	19.5	284
81	100	350	70	1,050	110	1,100	L.	2	1,131	9,012	19.5	19.5	284
82	100	350	70	1,050	110	1,100	L.	2	1,132	9,012	19.5	19.5	284
83	100	350	70	1,050	110	1,100	L.	2	1,133	9,012	19.5	19.5	284
84	100	350	70	1,050	110	1,100	L.	2	1,134	9,012	19.5	19.5	284
85	100	350	70	1,050	110	1,100	L.	2	1,135	9,012	19.5	19.5	284
86	100	350	70	1,050	110	1,100	L.	2	1,136	9,012	19.5	19.5	284
87	100	350	70	1,050	110	1,100	L.	2	1,137	9,012	19.5	19.5	284
88	100	350	70	1,050	110	1,100	L.	2	1,138	9,012	19.5	19.5	284
89	100	350	70	1,050	110	1,100	L.	2	1,139	9,012	19.5	19.5	284
90	100	350	70	1,050	110	1,100	L.	2	1,140	9,012	19.5	19.5	284
91	100	350	70	1,050	110	1,100	L.	2	1,141	9,012	19.5	19.5	284
92	100	350	70	1,050	110	1,100	L.	2	1,142	9,012	19.5	19.5	284
93	100	350	70	1,050	110	1,100	L.	2	1,143	9,012	19.5	19.5	284
94	100	350	70	1,050	110	1,100	L.	2	1,144	9,012	19.5	19.5	284
95	100	350	70	1,050	110	1,100	L.	2	1,145	9,012	19.5	19.5	284
96	100	350	70	1,050	110	1,100	L.	2	1,146	9,012	19.5	19.5	284
97	100	350	70	1,050	110	1,100	L.	2	1,147	9,012	19.5	19.5	284
98	100	350	70	1,050	110	1,100	L.	2	1,148	9,012	19.5	19.5	284
99	100	350	70	1,050	110	1,100	L.	2	1,149	9,012	19.5	19.5	284
100	100	350	70	1,050	110	1,100	L.	2	1,150	9,012	19.5	19.5	284

TABLE I.—Statement showing 285 second-class post-offices, graded from \$2,400, to \$2,000, inclusive, etc.—Continued.

No.	Office.	Salary of postmaster July 1, 1887.	Offices in Government buildings or leased.	Rent.	Fuel and light.	Allowances.			Aggregate of allowances exclusive of rent, fuel, and light.	Gross receipts, four quarters ended March 31, 1887.	Percentage of gross receipts absorbed for—		Total money order fees, four quarters ended March 31, 1887.
						Postal account.	Clerk hire, Money-order account.	Total.			Allowances exclusive of rent, fuel, and light.	Clerk-hire.	
32	Waukegan, Wis.	\$2,000		\$400	\$120	\$51	\$149	\$800	\$800	\$435	69.5	69.5	\$250
33	Spokane Falls, Wash.	000		700	000	000	700	700	700	432	68.3	68.3	579
34	Sidney, Ohio	000		500	000	800	100	900	900	427	10.7	10.7	100
35	Princeton, N. J.	000		1,200	000	1,200	000	1,200	1,200	407	14.3	14.3	215
36	Waynes, N. Y.	000	L	560	000	800	120	500	500	407	65.9	65.9	231
37	Fort Dodge, Iowa	000	L	225	125	800	160	1,000	1,000	382	11.9	11.9	272
38	Milford, Mass.	000		400	120	740	000	900	900	373	10.7	10.7	377
39	Bath, N. Y.	000	L	500	000	800	000	800	800	344	69.6	69.6	221
40	Lincoln, Ill.	000		940	000	700	160	1,100	1,100	340	13.2	13.2	178
41	Gainesville, Tex.	000		700	000	700	000	700	700	318	08.4	08.4	537
42	Perry, Ind.	000	L	570	155	645	155	800	921	304	11.1	09.6	314
43	Le Mars, Iowa.	000	L	125	110	962	137	1,100	1,101	294	13.3	13.3	412
44	Bowling Green, Ky.	000		500	000	500	000	500	500	289	06.0	06.0	216
45	Malone, N. Y.	000		45	000	500	000	500	500	286	06.0	06.0	165
46	Santa Fe, N. Mex.	000		1,680	000	1,680	000	1,680	1,680	275	20.3	20.3	303
47	Le Roy, N. Y.	000		350	84	828	172	1,350	1,350	270	04.2	04.2	170
48	Fredonia, N. Y.	000		225	77	1,000	000	1,000	1,001	252	12.1	12.1	156
49	Fremont, Ohio	000	L	400	100	750	250	1,000	1,000	251	12.1	12.1	319
50	Santa Cruz, Cal.	000	L	400	000	400	000	400	1,000	248	12.1	12.1	403
51	Marion, Ohio	000		400	000	500	000	500	500	235	04.9	04.9	210
52	Amesbury, Mass.	000		400	00	1,260	150	1,410	1,411	232	06.1	06.1	225
53	Tucson, Ariz.	000		350	63	1,260	000	1,300	1,300	205	17.2	17.2	919
54	Rapid City, Dak.	000		350	00	1,260	000	1,300	1,300	205	17.2	17.2	311
55	Maxville, Ky.	000		350	63	1,260	000	1,300	1,300	185	12.0	11.9	238
56	Yankton, Dak?	000		250	310	1,524	66	1,590	1,595	177	19.5	19.4	223
57	Moberly, Mo.	000		400	110	970	000	1,000	1,000	171	12.2	12.2	452
58	Bohars, Ohio	000		400	000	400	000	400	1,004	150	12.3	12.3	365
59	San Bernardino, Cal.	000		500	75	900	000	900	1,000	149	04.9	04.9	403
60	Danville, Pa.	000	L	300	120	700	200	900	900	145	11.0	11.0	304
61	Clay Center, Kans.	000		600	000	400	000	400	900	145	11.0	11.0	373
62	Columbia, Mo.	000		600	000	400	000	400	400	132	04.9	04.9	204
63	Waterville, Me.	000	L	600	60	800	100	700	702	120	08.6	08.6	206
64	Johnstown, N. Y.	000		400	000	800	000	800	900	112	11.0	11.0	236
65	Dodge City, Kans.	000		200	000	824	176	1,000	1,000	103	12.3	12.3	304
66	Atlantic, Iowa	000		200	000	824	176	1,000	1,000	103	12.3	12.3	273
67	Muncie, Ind.	000		500	000	500	000	500	500	103	06.2	06.2	204

68	South Framingham, Mass.....	2,000	.....	163	.....	102	8,000	02.0	02.0	244
69	Greenville, C. H., S. C.....	2,000	.....	591	.....	917	8,008	11.3	11.1	415
70	Kenton, Ohio.....	2,000	.....	200	.....	200	8,088	02.5	02.5	270
71	Watertown, Wis.....	2,000	L.	903	.....	940	8,045	11.2	11.2	844
72	Mattoon, Ill.....	2,000	.....	700	.....	988	8,036	12.3	13.3	281
73	Saint Augustine, Fla.....	2,000	L.	400	.....	288	8,023	.....	.....	654
74	Mitchell, Dak.....	2,000	.....	870	.....	1,001	8,018	12.5	12.5	221
	Total.....	148,000	.....	62,193	.....	62,408	623,503	739.2	786.6	23,800
	Average.....	2,000	.....	62,840	.....	8	8,425	10.0	10.0	315

TABLE K.—*Tabulated statement arranged to exhibit the post-offices, in alphabetical order by States and Territories for each grade from \$1,400 (postmaster's salary) to \$1,900, inclusive, showing the gross receipts, box rents, box rents and commissions, salary of postmaster, allowance for separating clerk, and surplus or excess of box rents and commissions for each office, in effect July 1, 1887; also the aggregate amounts for each of the items stated for each grade from \$1,400 to \$1,900.*

THIRD-CLASS POST-OFFICES—GRADE \$1,400—JULY 1, 1887.

No.	Office.	Gross receipts.	Box-rents.	Box-rents and com.	Salary.	Allow-ance.	Sur-plus.	Excess.
1	Gadsden, Ala.	\$3, 123	\$309	\$1, 593	\$1, 400	\$150	\$43	
2	Greenville, Ala.	3, 108	341	1, 638	2, 400	200	28	
3	Marion, Ala.	4, 024	193	1, 482	1, 400	76	6	
4	Bakersfield, Cal.	3, 030	316	1, 562	1, 400		162	
5	Colusa, Cal.	3, 216	358	1, 655	1, 400	400		\$145
6	Gilroy, Cal.	3, 097	367	1, 617	1, 400		217	
7	Monterey, Cal.	3, 064	171	1, 479	1, 400		79	
8	San Buenaventura, Cal.	3, 213	350	1, 649	1, 400	300		51
9	Watsonville, Cal.	3, 475	398	1, 761	1, 400		361	
10	Golden Colo.	3, 156	321	1, 611	1, 400	200	11	
11	Millford, Conn.	3, 381	425	1, 752	1, 400		332	
12	Portland, Conn.	3, 251	438	1, 722	1, 400		322	
13	Stonington, Conn.	3, 296	267	1, 616	1, 400		216	
14	Thompsonville, Conn.	3, 441	267	1, 659	1, 400		239	
15	Unionville, Conn.	3, 036	324	1, 569	1, 400		169	
16	Canton, Dak.	3, 140	430	1, 674	1, 400	100	174	
17	Castleton, Dak.	3, 102	211	1, 518	1, 400		118	
18	Ellendale, Dak.	3, 406	312	1, 707	1, 400	200	107	
19	Groton, Dak.	3, 026	348	1, 579	1, 400		179	
20	Ipawich, Dak.	3, 343	178	1, 558	1, 400		158	
21	Lisbon, Dak.	3, 365	416	1, 740	1, 400	200	140	
22	Madison, Dak.	3, 079	274	1, 499	1, 400	100	55	
23	Millbank, Dak.	3, 133	415	1, 662	1, 400	200	62	
24	Redfield, Dak.	3, 332	280	1, 636	1, 400	200	36	
25	Valley City, Dak.	3, 073	400	1, 665	1, 400		265	
26	Smryna, Del.	3, 434	285	1, 669	1, 400		269	
27	Bainbridge, Ga.	3, 078	120	1, 447	1, 400	300	253	
28	Dalton, Ga.	3, 068	221	1, 552	1, 400	200	48	
29	La Grange, Ga.	3, 018	255	1, 529	1, 400	200	80	
30	Milledgeville, Ga.	3, 168	355	1, 630	1, 400		239	
31	Newnan, Ga.	3, 085	309	1, 579	1, 400		179	
32	Amboy, Ill.	3, 284	421	1, 720	1, 400	200	120	
33	Anna, Ill.	3, 042	225	1, 510	1, 400		110	
34	Beardstown, Ill.	3, 264	462	1, 742	1, 400		342	
35	Carthage, Ill.	3, 116	337	1, 668	1, 400	200	8	
36	Duquoin, Ill.	3, 255	385	1, 616	1, 400	200	16	
37	Elwardsville, Ill.	3, 055	453	1, 654	1, 400	200	54	
38	Effingham, Ill.	3, 307	378	1, 697	1, 400	300	3	
39	Greenville, Ill.	3, 297	341	1, 668	1, 400	200	68	
40	Havana, Ill.	3, 019	322	1, 561	1, 400	200	39	
41	Henry, Ill.	3, 341	530	1, 813	1, 400		413	
42	Lanark, Ill.	3, 329	558	1, 826	1, 400	100	326	
43	Lewistown, Ill.	3, 147	344	1, 625	1, 400	150	75	
44	Marseilles, Ill.	3, 344	273	1, 635	1, 400		235	
45	Mount Carmel, Ill.	3, 391	320	1, 682	1, 400	300	18	
46	Naperville, Ill.	3, 103	419	1, 652	1, 400		252	
47	Nashville, Ill.	3, 453	365	1, 732	1, 400	200	132	
48	Oregon, Ill.	3, 192	432	1, 696	1, 400	150	146	
49	Peru, Ill.	3, 468	577	1, 884	1, 400		484	
50	Petersburgh, Ill.	3, 335	469	1, 769	1, 400	300	69	
51	Pittsfield, Ill.	3, 481	274	1, 676	1, 400	400	124	
52	Ravenwood, Ill.	3, 302	342	1, 670	1, 400		270	
53	Rushville, Ill.	3, 400	368	1, 717	1, 400	400	83	
54	Tuscola, Ill.	3, 266	266	1, 696	1, 400	200	6	
55	Vandalia, Ill.	3, 170	305	1, 604	1, 400	200	4	
56	Washington, Ill.	3, 001	400	1, 600	1, 400		200	
57	Watska, Ill.	3, 193	299	1, 599	1, 400		199	
58	Woodstock, Ill.	3, 238	408	1, 697	1, 400		297	
59	Anburn, Ind.	3, 137	358	1, 630	1, 400		230	
60	Delphi, Ind.	3, 172	372	1, 655	1, 400	250	5	
61	Lebanon, Ind.	3, 407	306	1, 676	1, 400	100	176	
62	Ligonier, Ind.	3, 013	159	1, 455	1, 400	100		45
63	Moblesville, Ind.	3, 228	317	1, 631	1, 400		231	
64	Princeton, Ind.	3, 261	445	1, 730	1, 400	200	130	
65	Rochester, Ind.	3, 411	307	1, 678	1, 400	150	128	
66	Sullivan, Ind.	3, 122	314	1, 596	1, 400	150	46	
67	Ames, Iowa.	3, 300	229	1, 590	1, 400	100	90	
68	Audubon, Iowa.	3, 380	373	1, 717	1, 400	100	217	
69	Avoca, Iowa.	3, 011	415	1, 613	1, 400	150	63	
70	Bedford, Iowa.	3, 228	448	1, 720	1, 400	200	120	
71	Bloomfield, Iowa.	3, 073	305	1, 572	1, 400	200	28	

TABLE K.—Tabulated statement arranged to exhibit the post-offices, etc.—Continued.

THIRD-CLASS POST-OFFICES—GRADE \$1,400—JULY 1, 1887—Continued.

No.	Office.	Gross receipts.	Box-rents.	Box-rents and com.	Salary.	Allowance.	Surplus.	Excess.
72	Cresco, Iowa	\$3,333	\$368	\$1,697	\$1,400	\$300		\$3
73	Eldora, Iowa	3,205	42	1,641	1,400	100	\$141	
74	Glenwood, Iowa	3,191	47	1,688	1,400		288	
75	Ida Grove, Iowa	3,488	530	1,857	1,400		457	
76	Jefferson, Iowa	3,451	409	1,703	1,400	150	213	
77	Marengo, Iowa	3,067	308	1,571	1,400	180		9
78	Monticello, Iowa	3,073	353	1,601	1,400	243		42
79	Nevada, Iowa	3,074	208	1,508	1,400		108	
80	Sheldon, Iowa	3,162	322	1,614	1,400		214	
81	Sigourney, Iowa	3,147	427	1,675	1,400	200	75	
82	Stuart, Iowa	3,251	453	1,732	1,400	150	182	
83	Tipton, Iowa	3,210	361	1,656	1,400	250	6	
84	Vilisca, Iowa	3,311	381	1,700	1,400		300	
85	West Union, Iowa	3,428	285	1,608	1,400	300		32
86	Belleville, Kans	3,123	321	1,602	1,400	200	2	
87	Clyde, Kans	3,295	349	1,673	1,400	200	73	
88	Coffeyville, Kans	3,103	353	1,645	1,400	300		55
89	Hays City, Kans	3,447	317	1,606	1,400	108	188	
90	Humboldt, Kans	3,240	385	1,681	1,400	300		19
91	Iola, Kans	3,139	463	1,694	1,400	200	94	
92	Kiowa, Kans	3,332	261	1,622	1,400		232	
93	Lincoln, Kans	3,457	301	1,688	1,400	250	38	
94	Osborne, Kans	3,411	281	1,600	1,400	100	100	
95	Sabetha, Kans	3,084	307	1,578	1,400		178	
96	Wamego, Kans	3,018	298	1,545	1,400	100	46	
97	Cattlettsburgh, Ky	3,117	241	1,544	1,400	100	44	
98	Glasgow, Ky	3,005	210	1,488	1,400	300		212
99	Russellville, Ky	3,492	203	1,630	1,400	150	80	
100	Dexter, Mo	3,364	332	1,681	1,400	400		119
101	Eastport, Mo	3,498	136	1,585	1,400	400		215
102	Farmington, Mo	3,214	203	1,546	1,400	400		254
103	Norway, Mo	3,415	298	1,673	1,400	200	73	
104	Richmond, Mo	3,200	345	1,660	1,400		200	
105	Elkton, Md	3,399	145	1,561	1,400	200		39
106	Ayer, Mass	3,136	397	1,633	1,400		253	
107	Canton, Mass	3,318	194	1,572	1,400	90	82	
108	East Weymouth, Mass	3,163	361	1,641	1,400		241	
109	Everett, Mass	3,415	625	1,901	1,400		501	
110	Florence, Mass	3,253	189	1,548	1,400		148	
111	Millbury, Mass	3,290	448	1,741	1,400		341	
112	Monson, Mass	3,151	295	1,592	1,400		192	
113	Reading, Mass	3,160	603	1,790	1,400		390	
114	Stockbridge, Mass	3,027	185	1,477	1,400		77	
115	Stoughton, Mass	3,004	355	1,515	1,400		115	
116	Warren, Mass	3,328	309	1,717	1,400		317	
117	West Gardiner, Mass	3,372	427	1,751	1,400		351	
118	Whitman, Mass	3,072	440	1,657	1,400		253	
119	Caro, Mich	3,233	330	1,641	1,400		241	
120	Houghton, Mich	3,174	325	1,619	1,400	250		31
121	Lowell, Mich	3,286	337	1,675	1,400		275	
122	Mount Pleasant, Mich	3,352	359	1,697	1,400	100	197	
123	Ovid, Mich	3,017	368	1,586	1,400		186	
124	Paw Paw, Mich	3,254	415	1,729	1,400		320	
125	Reed City, Mich	3,481	305	1,608	1,400		208	
126	Romeo, Mich	3,047	217	1,508	1,400		106	
127	Sault de Ste. Marie, Mich	3,034	284	1,544	1,400	100	44	
128	Stanton, Mich	3,341	208	1,630	1,400		230	
129	Alexandria, Minn	3,042	371	1,599	1,400	100	99	
130	Wabasha, Minn	3,236	379	1,676	1,400	200	76	
131	Waseca, Minn	3,305	439	1,757	1,400	170	207	
132	Willmar, Minn	3,189	261	1,579	1,400	200		21
133	Canton, Miss	3,057	244	1,528	1,400	200		72
134	Holly Springs, Miss	3,434	391	1,744	1,400	300	44	
135	Oxford, Miss	3,258	388	1,719	1,400	200	119	
136	West Point, Miss	3,313	378	1,698	1,400	250	48	
137	Harrisouville, Mo	3,778	413	1,742	1,400		342	
138	Neosho, Mo	3,004	246	1,509	1,400	200		91
139	Pleasant Hill, Mo	3,371	415	1,741	1,400	150	191	
140	Livingston, Mont	3,074	598	1,743	1,400	500		157
141	Ashland, Nebr	3,312	309	1,659	1,400		250	
142	David City, Nebr	3,037	285	1,542	1,400	150		8
143	Friend, Nebr	3,085	337	1,595	1,400		195	
144	Hebron, Nebr	3,223	254	1,585	1,400	200		15
145	Minden, Nebr	3,422	314	1,687	1,400	100	187	
146	Nedigh, Nebr	3,085	192	1,500	1,400	100		
147	O'Neill, Nebr	3,075	168	1,480	1,400	250		170
148	Sydney, Nebr	3,485	301	1,696	1,400	100	196	

TABLE K.—*Tabulated statement arranged to exhibit the post-offices, etc.—Continued.*

THIRD-CLASS POST-OFFICES—GRADE \$1,400—JULY 1, 1877—Continued.

No.	Office.	Gross receipts.	Box-rents.	Box-rents and com.	Salary.	Allowance.	Surplus.	Excess.
149	Wymore, Nebr	\$3,006	\$388	\$1,595	\$1,400	\$150	\$45	
150	Eureka, Nev	3,406	1,044	2,149	1,400	1,000		\$251
151	Lake Village, N. H	3,130	406	1,655	1,400		255	
152	Peterborough, N. H	3,344	229	1,604	1,400		204	
153	Plymouth, N. H	3,225	180	1,534	1,400		134	
154	Tilton, N. H	3,216	300	1,615	1,400	120	95	
155	Bergen Point, N. J	3,400	491	1,830	1,400	300	130	
156	Hightstown, N. J	3,324	258	1,618	1,400		218	
157	Lakewood, N. J	3,368	186	1,581	1,400		181	
158	Millington, N. J	3,192	19	1,411	1,400		11	
159	South Orange, N. J	3,249	229	1,582	1,400		182	
160	Weehawken, N. J	3,062	170	1,460	1,400		60	
161	Deming, N. Mex	3,069	384	1,618	1,400	200	78	
162	Astoria, N. Y	3,240	263	1,596	1,400		196	
163	Babylon, N. Y	3,077	165	1,479	1,400		79	
164	Camden, N. Y	3,350	342	1,686	1,400		286	
165	Cobleskill, N. Y	3,454	242	1,645	1,400	180	65	
166	Coxsackie, N. Y	3,264	408	1,705	1,400	200	165	
167	Delhi, N. Y	3,469	332	1,710	1,400	243	67	
168	Deposit, N. Y	3,167	198	1,529	1,400	200		71
180	Greenwich, N. Y	3,027	188	1,480	1,400		80	
170	Haverstraw, N. Y	3,274	347	1,665	1,400	200	65	
171	Hempstead, N. Y	3,106	272	1,562	1,400		162	
172	Huntington, N. Y	3,302	204	1,573	1,400		173	
173	Sag Harbor, N. Y	3,355	259	1,628	1,400	200	28	
174	Trumansburgh, N. Y	3,093	265	1,553	1,400		153	
175	Walton, N. Y	3,381	185	1,558	1,400	200		42
176	Warwick, N. Y	3,001	286	1,532	1,400	100	22	
177	Waterford, N. Y	3,148	357	1,633	1,400		233	
178	Weedsport, N. Y	3,415	367	1,721	1,400		321	
179	Henderson, N. C	3,142	140	1,481	1,400	200		119
180	Tarborough, N. C	3,145	249	1,557	1,400	76	81	
181	Wilson, N. C	3,204	267	1,588	1,400	90	98	
182	Bridgeport, Ohio	3,084	248	1,539	1,400	200		61
183	Cadiz, Ohio	3,496	313	1,708	1,400	300	8	
184	Cardington, Ohio	3,324	277	1,631	1,400		231	
185	Clyde, Ohio	3,382	510	1,811	1,400	200	211	
186	Cuyahoga Falls, Ohio	3,343	406	1,727	1,400		327	
187	Greenfield, Ohio	3,035	390	1,694	1,400	200	4	
188	Martin's Ferry, Ohio	3,342	243	1,614	1,400	150	63	
189	Miamisburgh, Ohio	3,122	271	1,567	1,400		167	
190	Napoleon, Ohio	3,197	284	1,598	1,400		198	
191	Ottawa, Ohio	3,029	193	1,484	1,400	200		116
192	Shelby, Ohio	3,099	236	1,535	1,400		135	
193	Wauson, Ohio	3,402	328	1,690	1,400		290	
194	West Liberty, Ohio	3,407	222	1,618	1,400	100	118	
195	Corvallis, Oregon	3,425	447	1,781	1,400	300	81	
196	Brownsville, Pa	3,019	207	1,546	1,400		146	
197	Bryn Mawr, Pa	3,169	148	1,494	1,400		94	
198	Catasauqua, Pa	3,456	151	1,583	1,400		183	
199	Clarion, Pa	3,261	185	1,548	1,400	102		14
200	Conshohocken, Pa	3,458	344	1,718	1,400	300	18	
201	Houtzdale, Pa	3,167	196	1,527	1,400	76	51	
202	Irwin, Pa	3,256	349	1,661	1,400	200	61	
203	Kennett Square, Pa	3,026	118	1,430	1,400	100		70
204	Kingston, Pa	3,239	256	1,591	1,400	100	91	
205	Monongahela City, Pa	3,187	318	1,619	1,400	150	69	
206	Muney, Pa	3,078	285	1,562	1,400		162	
207	Oxford, Pa	3,196	54	1,436	1,400	180		144
208	Rochester, Pa	3,398	263	1,645	1,400		245	
209	Scottsdale, Pa	3,219	310	1,623	1,400		223	
210	Sewickley, Pa	3,403	371	1,721	1,400		321	
211	Tamaqua, Pa	3,472	291	1,685	1,400		285	
212	Troy, Pa	3,133	249	1,554	1,400		154	
213	Tunkhannock, Pa	3,678	207	1,599	1,400	200		91
214	Union City, Pa	3,463	275	1,672	1,400		272	
215	Waynesburgh, Pa	3,165	254	1,567	1,400	500		333
216	West Newton, Pa	3,057	237	1,523	1,400		123	
217	Warren, R. I	3,137	424	1,669	1,400		269	
218	Lebanon, Tenn	3,198	226	1,558	1,400	480		322
219	Palaski, Tenn	3,375	300	1,663	1,400	350		87
220	Shelbysville, Tenn	3,329	301	1,649	1,400	350		101
221	Beeumont, Tex	3,379	209	1,600	1,400	300		100
222	Brownsville, Tex	3,431	567	1,752	1,400	200	132	
223	Ennis, Tex	3,400	392	1,692	1,400		292	
224	Honey Grove, Tex	3,360	242	1,618	1,400	150	68	
225	Jefferson, Tex	3,469	423	1,780	1,400	200	180	

TABLE K.—Tabulated statement arranged to exhibit the post-offices, etc.—Continued.

THIRD-CLASS POST-OFFICES—GRADE \$1,400—JULY 1, 1887—Continued.

No.	Office.	Gross receipts.	Box-rents.	Box-rents and com.	Salary.	Allow-ance.	Sur-plus.	Excess.
226	Mexia, Tex.	\$3,312	\$250	\$1,678	\$1,400	\$300	.....	\$22
227	San Marcos, Tex.	3,107	358	1,617	1,400	100	\$117	.....
228	Taylor, Tex.	3,289	414	1,717	1,400	200	117	.....
229	Newport, Vt.	3,134	93	1,445	1,400	.....	45	.....
230	Poultney, Vt.	3,160	152	1,494	1,400	.....	94	.....
231	Springfield, Vt.	3,161	254	1,566	1,400	.....	166	.....
232	Verdenno, Vt.	3,252	300	1,626	1,400	200	26	.....
233	West Randolph, Vt.	3,112	215	1,584	1,400	200	16	.....
234	Windsor, Vt.	3,182	310	1,612	1,400	250	38	.....
235	Woodstock, Vt.	3,402	178	1,585	1,400	300	115	.....
236	Abingdon, Va.	3,452	131	1,607	1,400	300	133	.....
237	Farmville, Va.	3,183	213	1,544	1,400	400	256	.....
238	Postress Monroe, Va.	3,432	46	1,502	1,400	400	293	.....
239	Glen Allen, Va.	3,223	.....	1,407	1,400	.....	7	.....
240	Leesburgh, Va.	3,085	176	1,488	1,400	300	212	.....
241	Salem, Va.	3,377	139	1,550	1,400	.....	150	.....
242	Suffolk, Va.	3,444	179	1,509	1,400	200	1	.....
243	University of Virginia, Va.	3,422	372	1,727	1,400	.....	327	.....
244	Wytheville, Va.	3,451	197	1,614	1,400	350	136	.....
245	Dayton, Wash.	3,357	534	1,821	1,400	300	121	.....
246	Port Townsend, Wash.	3,316	388	1,707	1,400	500	193	.....
247	Grafton, W. Va.	3,216	151	1,510	1,400	200	90	.....
248	Antigo, Wis.	3,311	274	1,625	1,400	200	25	.....
249	Mauston, Wis.	3,402	215	1,611	1,400	.....	211	.....
250	Menasha, Wis.	3,227	459	1,726	1,400	400	74	.....
251	Mineral Point, Wis.	3,142	331	1,600	1,400	150	50	.....
252	Neillsville, Wis.	3,231	359	1,681	1,400	270	11	.....
253	Piatteville, Wis.	3,427	580	1,874	1,400	90	384	.....
254	River Falls, Wis.	3,233	296	1,613	1,400	.....	213	.....
255	Tomah, Wis.	3,616	254	1,519	1,400	200	81	.....
Total, grade \$1,400.....		826,180	80,000	415,472	357,000	33,294	31,146	6,068

THIRD-CLASS POST-OFFICES—GRADE \$1,500—JULY 1, 1887.

1	Opelika, Ala.	\$3,9-2	\$323	\$1,860	\$1,500	\$250	\$110	.....
2	Talladega, Ala.	3,539	314	1,721	1,500	500	.....	\$279
3	Auburn, Cal.	3,687	412	1,834	1,500	180	154	.....
4	Berkeley, Cal.	3,976	361	1,885	1,500	.....	385	.....
5	Headsburgh, Cal.	4,011	519	2,006	1,500	.....	506	.....
6	Hollister, Cal.	3,578	486	1,834	1,500	.....	354	.....
7	Merced, Cal.	4,003	440	1,949	1,500	.....	449	.....
8	Oroville, Cal.	3,733	303	1,866	1,500	324	26	.....
9	Pomona, Cal.	4,147	358	1,935	1,500	.....	435	.....
10	San Rafael, Cal.	4,199	583	2,108	1,500	.....	608	.....
11	Santa Clara, Cal.	3,575	585	1,922	1,500	150	272	.....
12	Buena Vista, Colo.	3,570	511	1,869	1,500	200	169	.....
13	Central City, Colo.	4,150	956	2,354	1,500	1,000	146	.....
14	Gunnison, Colo.	3,819	658	2,046	1,500	600	54	.....
15	Idaho Springs, Colo.	3,880	733	2,119	1,500	100	519	.....
16	Montrose, Colo.	3,625	390	1,801	1,500	300	1	.....
17	Ouray, Colo.	3,609	594	1,958	1,500	400	38	.....
18	Silverton, Colo.	4,109	878	2,287	1,500	300	487	.....
19	Greenwich, Conn.	4,154	363	1,940	1,500	.....	440	.....
20	Litchfield, Conn.	3,781	355	1,823	1,500	.....	323	.....
21	Moodus, Conn.	3,820	121	1,671	1,500	.....	171	.....
22	Stafford Springs, Conn.	3,701	252	1,727	1,500	200	27	.....
23	Thomaston, Conn.	3,800	651	2,036	1,500	.....	336	.....
24	Grafton, Dak.	3,515	450	1,809	1,500	200	109	.....
25	Pianitinton, Dak.	4,004	362	1,894	1,500	200	194	.....
26	De Land, Fla.	3,549	385	1,774	1,500	.....	274	.....
27	Fernandina, Fla.	3,517	396	1,772	1,500	200	72	.....
28	Gainesville, Ga.	3,668	405	1,823	1,500	500	.....	177
29	Hally, Idaho	3,897	622	2,044	1,500	200	344	.....
30	Bushnell, Ill.	3,994	513	1,997	1,500	250	247	.....
31	Carbondale, Ill.	3,540	276	1,695	1,500	200	.....	5
32	Carmi, Ill.	3,585	238	1,682	1,500	200	.....	18
33	Carrollton, Ill.	3,973	626	2,070	1,500	200	370	.....
34	Clinton, Ill.	3,815	290	1,787	1,500	200	87	.....
35	Fairbury, Ill.	3,546	413	1,793	1,500	.....	293	.....
36	Grand Crossing, Ill.	3,995	235	1,838	1,500	.....	338	.....
37	Morrison, Ill.	4,148	611	2,112	1,500	.....	612	.....
38	Mount Carroll, Ill.	3,804	524	1,948	1,500	200	248	.....
39	Mount Vernon, Ill.	3,909	291	1,817	1,500	300	7	.....

TABLE K.—*Tabulated statement arranged to exhibit the post-offices, etc.—Continued.*

THIRD-CLASS POST-OFFICES—GRADE \$1,500—JULY 1, 1887—Continued.

No.	Office.	Gross receipts.	Box-rents.	Box-rents and com.	Salary.	Allowance.	Surplus.	Excess.
40	Paxton, Ill.	\$3,550	\$395	\$1,781	\$1,500		\$281	
41	Polo, Ill.	3,832	454	1,908	1,500	\$150	258	
42	Rochelle, Ill.	3,842	497	1,940	1,500	150	290	
43	Rock Falls, Ill.	3,510	272	1,684	1,500		184	
44	Taylorville, Ill.	3,756	450	1,882	1,500	150	232	
45	Urbana, Ill.	3,994	529	2,008	1,500	500	8	
46	Wright's Grove, Ill.	4,074	237	1,828	1,500		328	
47	Attica, Ind.	3,637	399	1,900	1,500	200	200	
48	Bluffton, Ind.	3,717	321	1,780	1,500	200	80	
49	Columbia City, Ind.	3,778	351	1,819	1,500	200	119	
50	Danville Ind.	3,974	360	1,884	1,500		384	
51	Franklin, Ind.	3,886	342	1,845	1,500	300	45	
52	Lawrenceburgh, Ind.	3,624	462	1,850	1,500	300	50	
53	Mount Vernon, Ind.	3,894	543	1,988	1,500	100	388	
54	Portland, Ind.	4,033	388	1,921	1,500	300	121	
55	Winchester, Ind.	3,584	306	1,729	1,500	240		\$11
56	Albia, Iowa	3,842	451	1,908	1,500	300	108	
57	Anamosa, Iowa	3,670	428	1,840	1,500	200	140	
58	Centerville, Iowa	4,091	387	1,938	1,500	300	138	
59	Hampton, Iowa	3,862	198	1,738	1,500	200	38	
60	Harlan, Iowa	3,769	566	1,967	1,500	200	267	
61	Indianola, Iowa	4,046	473	1,985	1,500		485	
62	Iowa Falls, Iowa	3,914	407	1,939	1,500	200	199	
63	Knoxville, Iowa	3,718	468	1,883	1,500	700		317
64	Osceola, Iowa	3,640	399	1,811	1,500	200	111	
65	Spencer, Iowa	3,557	239	1,674	1,500	200		26
66	Cawker City, Kans	3,932	308	1,835	1,500	200	135	
67	Chetopa, Kans.	3,641	428	1,832	1,500	200	132	
68	Fredonia, Kans.	3,843	420	1,887	1,500	300	87	
69	Holton, Kans.	4,100	310	1,905	1,500	250	155	
70	Lyons, Kans.	3,901	417	1,902	1,500	100	302	
71	Marion, Kans.	3,980	362	1,888	1,500		388	
72	Marysville, Kans	3,570	420	1,805	1,500	200	105	
73	Peabody, Kans	4,059	317	1,880	1,500	150	230	
74	Pittsburgh, Kans	3,893	469	1,936	1,500		436	
75	Russell, Kans	3,741	303	1,774	1,500	250	24	
76	Seneca, Kans	3,793	490	1,920	1,500	300	120	
77	Ashland, Ky.	3,864	382	1,866	1,500	200	166	
78	Cynthiana, Ky	3,918	358	1,866	1,500	150	216	
79	Harrodsburgh, Ky	3,800	435	1,885	1,500	350	35	
80	Winchester, Ky	3,976	284	1,832	1,500	100	232	
81	Monroe, La.	3,568	309	1,786	1,500	300		14
82	New Iberia, La	3,618	438	1,832	1,500	300	32	
83	Ellsworth, Me.	3,932	556	2,009	1,500	700		191
84	Hallowell, Me	3,666	632	1,982	1,500		482	
85	Cambridge, Md.	3,715	198	1,693	1,000	200		7
86	Sallsbury, Md.	3,500	217	1,660	1,500	90	70	
87	Westminster, Md.	4,173	129	1,782	1,500	500		218
88	Arlington, Mass	4,092	396	1,945	1,500		445	
89	Auburndale, Mass.	3,590	394	1,721	1,500		221	
90	Bridgewater, Mass	3,562	336	1,744	1,500		244	
91	Campello, Mass.	4,172	664	2,150	1,500		650	
92	Chicopee Falls, Mass	3,871	512	1,960	1,500		460	
93	Concord, Mass.	4,177	363	1,905	1,500		405	
94	Cottage City, Masa	3,775	443	1,882	1,500		382	
95	Danvers, Mass.	4,164	420	1,983	1,500		483	
96	Dedham, Mass.	4,007	442	1,952	1,500	200	252	
97	Hudson, Mass.	4,094	570	2,045	1,500		545	
98	Ipwich, Mass.	3,846	509	1,950	1,500		450	
99	Lenox, Mass.	3,519	290	1,698	1,500		198	
100	Newton Centre, Mass.	3,710	408	1,838	1,500		338	
101	Provincetown, Mass.	3,662	303	1,751	1,500		251	
102	Rockland, Mass	4,148	430	2,028	1,500		528	
103	Shelburne Falls, Mass.	3,586	310	1,733	1,500		233	
104	Southbridge, Mass	3,728	237	1,725	1,500	150	75	
105	Turner's Falls, Mass.	3,954	460	1,948	1,500		448	
106	Wellesley, Mass.	4,122	161	1,798	1,500	200	68	
107	Williamstown, Mass.	3,879	294	1,810	1,500		310	
108	Bessemer, Mich.	3,529	345	1,761	1,500		261	
109	Buchanan, Mich.	3,528	383	1,766	1,500		266	
110	Dowagiac, Mich.	4,113	410	1,961	1,500		461	
111	Eaton Rapids, Mich.	3,944	340	1,792	1,500	100	192	
112	Fenton, Mich.	4,080	342	1,903	1,500		403	
113	Holland, Mich.	3,867	327	1,829	1,500	102	187	
114	Mason, Mich.	3,564	466	1,818	1,500		318	
115	Mount Clemens, Mich.	3,927	494	1,964	1,500		464	
116	Negaunee, Mich.	4,098	711	2,140	1,500	200	440	

TABLE K.—Tabulated statement arranged to exhibit the post-offices, etc.—Continued.

THIRD-CLASS POST-OFFICES—GRADE \$1,500—JULY 1, 1887—Continued.

No.	Office.	Gross receipts.	Box-rents.	Box-rents and com.	Salary.	Allow-ance.	Sur-plus.	Excess.
117	Quincy, Mich.	\$3,791	\$315	\$1,798	\$1,500		\$298	
118	Saint Louis, Mich.	3,658	394	1,813	1,500	\$400		\$87
119	Sturgis, Mich.	3,741	493	1,907	1,500	162	245	
120	Litchfield, Minn.	3,597	331	1,751	1,500	108	143	
121	Moorehead, Minn.	3,029	642	2,068	1,500	200	368	
122	New Ulm, Minn.	3,607	423	1,818	1,500		318	
123	Sank Centre, Minn.	3,612	316	1,744	1,500	250		6
124	Aberdeen, Miss.	4,029	573	2,050	1,500	250	300	
125	Yazoo City, Miss.	3,770	290	1,774	1,000	300		20
128	Brookfield, Mo.	4,103	560	2,093	1,500		563	
127	Cameron, Mo.	4,085	556	2,035	1,500	150	405	
128	Cape Girardeau, Mo.	3,714	281	1,751	1,500		251	
129	Holden, Mo.	4,131	534	2,059	1,500	200	353	
130	Pierce City, Mo.	4,010	398	1,921	1,500	300	121	
131	Rich Hill, Mo.	3,956	479	1,982	1,500	200	262	
132	Billings, Mont.	3,949	409	1,953	1,500	400	53	
133	Dillon, Mont.	3,520	625	1,935	1,500	300	135	
134	Aurora, Nebr.	3,934	493	1,966	1,500	200	266	
135	Blair, Nebr.	3,846	592	1,945	1,500	200	245	
136	Broken Bow, Nebr.	3,670	215	1,691	1,500	300		109
137	Central City, Nebr.	4,052	500	2,019	1,500	150	369	
138	Falls City, Nebr.	4,001	456	1,969	1,500	150	310	
139	Pawnee City, Nebr.	3,814	513	1,943	1,500		443	
140	Plum Creek, Nebr.	3,575	321	1,737	1,500	300		63
141	Saint Paul, Nebr.	3,895	409	1,895	1,500	200	195	
142	Schuyler, Nebr.	4,120	421	1,971	1,500	250	321	
143	Seward, Nebr.	4,111	525	2,041	1,500	150	310	
144	Tecumseh, Nebr.	3,619	549	1,910	1,500	200	246	
145	Franklin Falls, N. H.	3,542	404	1,786	1,500		286	
146	Hamover, N. H.	4,093	312	1,886	1,500		386	
147	Lancaster, N. H.	3,843	206	1,737	1,500		237	
148	Littleton, N. H.	4,149	176	1,848	1,500	250	98	
149	Milford, N. H.	3,776	282	1,770	1,500		270	
150	Bloomfield, N. J.	4,124	315	1,899	1,500		309	
151	Flemington, N. J.	3,777	317	1,795	1,500	200	95	
152	Hackensack, N. J.	3,597	315	1,739	1,500	250		11
153	Madison, N. J.	3,547	301	1,715	1,500		215	
154	Summit, N. J.	3,674	230	1,703	1,500	200	3	
155	East Las Vegas, N. Mex.	3,813	401	1,895	1,500		365	
156	Socorro, N. Mex.	4,118	588	2,087	1,500		387	
157	Addison, N. Y.	3,985	257	1,885	1,500	200	185	
158	Attica, N. Y.	3,687	322	1,772	1,500	150	122	
159	Baldwinsville, N. Y.	4,087	386	1,936	1,500	200	236	
160	Baconsville, N. Y.	3,514	285	1,694	1,500	243		49
161	Brighton, N. Y.	3,792	76	1,694	1,500		104	
162	Cambridge, N. Y.	3,915	212	1,763	1,500		263	
163	Cannstota, N. Y.	4,145	519	2,046	1,500	150	396	
164	Carthage, N. Y.	3,917	436	1,929	1,500	500		80
165	Cazenovia, N. Y.	4,157	374	1,949	1,500	200	249	
166	Chatham, N. Y.	4,002	468	1,968	1,500	400	68	
167	Clifton Springs, N. Y.	3,961	237	1,794	1,500		294	
168	Cinton, N. Y.	3,993	337	1,847	1,500	200	147	
169	Clyde, N. Y.	4,118	331	1,998	1,500	200	208	
170	Cuba, N. Y.	3,531	287	1,709	1,500	200		
171	Fishkill-on-the-Hudson, N. Y.	4,038	219	1,804	1,500	243	61	
172	Fort Edward, N. Y.	3,757	268	1,755	1,500		253	
173	Greenport, N. Y.	3,666	221	1,695	1,500	150	45	
174	Homer, N. Y.	4,050	334	1,889	1,500		389	
175	Jamaica, N. Y.	3,661	468	1,895	1,500	150	215	
176	Mattawan, N. Y.	3,857	330	1,828	1,500	200	128	
177	Mount Morris, N. Y.	3,891	436	1,912	1,500	300	112	
178	Patchogue, N. Y.	3,773	204	1,714	1,500		214	
179	River Head, N. Y.	3,982	182	1,762	1,500		262	
180	Sandy Hill, N. Y.	3,739	376	1,825	1,500		325	
181	Skaneateles, N. Y.	3,542	337	1,738	1,500		238	
182	Wappinger's Falls, N. Y.	3,771	249	1,746	1,500		246	
183	Waterville, N. Y.	3,627	447	1,841	1,500		341	
184	Westfield, N. Y.	4,193	369	1,950	1,500	200	250	
185	Reidsville, N. C.	3,567	298	1,670	1,500	300		124
186	Salisbury, N. C.	4,102	341	1,999	1,500	700		291
187	Statesville, N. C.	3,644	181	1,660	1,500	500		349
188	Barnesville, Ohio	3,815	258	1,765	1,500	300		35
189	Beres, Ohio	3,022	356	1,776	1,500		276	
190	Concaut, Ohio.	4,075	340	1,901	1,500		401	
191	Delphos, Ohio	3,964	336	1,895	1,500	250	115	
192	Eaton, Ohio	3,648	262	1,718	1,500	200	18	
193	Hiram, Ohio.	3,506	39	1,513	1,500		13	

TABLE K.—Tabulated statement arranged to exhibit the post-offices, &c.—Continued.

THIRD-CLASS POST-OFFICES—GRADE \$1,500—JULY 1, 1887—Continued.

No.	Office.	Gross receipts.	Box-rents.	Box-rents and com.	Salary.	Allowance.	Surplus.	Excess.
194	Jackson, Ohio.....	\$4, 073	\$596	\$2, 079	\$1, 500	\$250	\$329	.....
195	Logan, Ohio.....	3, 795	409	1, 865	1, 500	200	165	.....
196	National Military Home, Ohio.....	3, 524	254	1, 675	1, 500	.....	175	.....
197	New Lisbon, Ohio.....	3, 603	256	1, 718	1, 500	300	.....	\$82
198	Oxford, Ohio.....	3, 673	167	1, 659	1, 500	.....	153	.....
199	Pomeroy, Ohio.....	3, 532	408	1, 785	1, 500	180	105	.....
200	Wapakoneta, Ohio.....	3, 648	320	1, 759	1, 500	300	.....	41
201	Albany, Oregon.....	4, 054	638	2, 103	1, 500	200	403	.....
202	Baker City, Oregon.....	3, 708	418	1, 845	1, 500	500	.....	155
203	East Portland, Oregon.....	3, 635	474	1, 862	1, 500	200	162	.....
204	Eugene City, Oregon.....	3, 550	405	1, 797	1, 500	100	197	.....
205	Pendleton, Oregon.....	4, 030	545	2, 031	1, 500	400	131	.....
206	Athens, Pa.....	3, 645	302	1, 745	1, 500	100	145	.....
207	Kane, Pa.....	4, 184	447	2, 008	1, 500	.....	508	.....
208	Latrobe, Pa.....	4, 153	338	1, 923	1, 500	200	223	.....
209	Middletown, Pa.....	4, 112	268	1, 861	1, 500	.....	361	.....
210	Mount Pleasant, Pa.....	3, 883	294	1, 810	1, 500	100	210	.....
211	Nanticoke, Pa.....	3, 586	535	1, 890	1, 500	100	209	.....
212	Renovo, Pa.....	2, 619	459	1, 847	1, 500	.....	347	.....
213	Ridgway, Pa.....	3, 889	344	1, 846	1, 500	100	246	.....
214	Shippenburgh, Pa.....	3, 770	329	1, 804	1, 500	300	4	.....
215	Altoona, S. C.....	3, 788	258	1, 757	1, 500	300	.....	43
216	Anderson, C. H., S. C.....	3, 512	253	1, 679	1, 500	200	.....	30
217	Beaufort, S. C.....	3, 540	390	1, 777	1, 500	200	77	.....
218	Newberry C. H., S. C.....	3, 568	375	1, 773	1, 500	200	73	.....
219	Sumter C. H., S. C.....	3, 992	345	1, 879	1, 500	200	179	.....
220	Union City, Tenn.....	4, 064	355	1, 908	1, 500	200	208	.....
221	Bonham, Tex.....	4, 110	424	1, 970	1, 500	.....	470	.....
222	Brownwood, Tex.....	3, 602	313	1, 740	1, 500	300	.....	60
223	Corpus Christi, Tex.....	3, 911	968	2, 081	1, 500	200	381	.....
224	Denton, Tex.....	3, 944	412	1, 911	1, 500	300	111	.....
225	Georgetown, Tex.....	3, 685	312	1, 774	1, 500	150	114	.....
226	Hillsborough, Tex.....	3, 820	356	1, 765	1, 500	.....	275	.....
227	Huntsville, Tex.....	3, 930	320	1, 813	1, 500	83	263	.....
228	McKinney, Tex.....	4, 020	338	1, 883	1, 500	100	283	.....
229	San Angelo, Tex.....	3, 845	392	1, 847	1, 500	100	247	.....
230	Victoria, Tex.....	3, 808	683	2, 087	1, 500	.....	187	.....
231	Waxahachie, Tex.....	4, 012	205	1, 785	1, 500	400	.....	215
232	Park City, Utah.....	3, 689	797	2, 104	1, 500	100	304	.....
233	Bradford, Vt.....	3, 850	202	1, 736	1, 500	76	160	.....
234	Brandon, Vt.....	3, 083	371	1, 804	1, 500	200	104	.....
235	Fair Haven, Vt.....	3, 880	218	1, 757	1, 500	.....	237	.....
236	Harrisonburgh, Va.....	3, 810	253	1, 760	1, 500	1, 000	.....	740
237	Warrenton, Va.....	3, 707	276	1, 764	1, 500	350	.....	80
238	Ellensburg, Wash.....	3, 551	472	1, 830	1, 500	.....	330	.....
239	Olympia, Wash.....	3, 958	559	2, 033	1, 500	500	33	.....
240	Charlestown, W. Va.....	3, 818	286	1, 786	1, 500	100	160	.....
241	Black River Falls, Wis.....	3, 095	593	2, 053	1, 500	300	253	.....
242	Delevan, Wis.....	4, 016	297	1, 853	1, 500	.....	353	.....
243	Hudson, Wis.....	4, 107	402	1, 980	1, 500	162	318	.....
244	Jefferson, Wis.....	3, 518	412	1, 783	1, 500	.....	283	.....
245	Lake Geneva, Wis.....	3, 956	410	1, 914	1, 500	76	338	.....
246	Oconomowoc, Wis.....	3, 660	390	1, 803	1, 500	200	104	.....
247	Oconto, Wis.....	3, 515	419	1, 788	1, 500	150	138	.....
248	Stoughton, Wis.....	3, 718	501	1, 906	1, 500	.....	406	.....
249	Waupun, Wis.....	3, 680	318	1, 767	1, 500	.....	267	.....
250	Evanston, Wyo.....	3, 865	360	1, 831	1, 500	.....	351	.....
251	Rawlins, Wyo.....	4, 193	659	2, 159	1, 500	250	409	.....
Total grade \$1,500.....		901, 634	98, 707	468, 054	370, 500	41, 276	54, 414	4, 136

THIRD-CLASS POST-OFFICES—\$1,600 GRADE—JULY 1, 1887.

1	Anneton, Ala.....	4, 820	178	2, 009	1, 600	200	209	.....
2	Tuscaloosa, Ala.....	4, 987	492	2, 280	1, 600	450	230	.....
8	Eureka Springs, Ark.....	4, 940	344	2, 163	1, 600	900	.....	337
4	Fayetteville, Ark.....	4, 219	444	1, 988	1, 600	500	.....	112
5	Alameda, Cal.....	4, 508	620	2, 226	1, 600	.....	026	.....
6	Grasa Valley, Cal.....	4, 865	945	2, 561	1, 600	200	781	.....
7	Nevada City, Cal.....	4, 877	870	2, 512	1, 600	500	412	.....
8	Saint Helena, Cal.....	4, 461	482	2, 116	1, 600	100	418	.....
9	Salinas, Cal.....	4, 630	541	2, 208	1, 600	.....	608	.....
10	Santa Ana, Cal.....	4, 251	496	2, 092	1, 600	.....	402	.....
11	Tulare, Cal.....	4, 577	500	2, 163	1, 600	.....	563	.....

TABLE K.—Tabulated statement arranged to exhibit the post-offices, etc.—Continued.

THIRD CLASS POST-OFFICES—GRADE \$1,600—JULY 1, 1887—Continued.

No.	Office.	Gross receipts.	Box-rents.	Box-rents and com.	Salary.	Allowance.	Surplus.	Excess.
12	Conon City, Colo.	\$4,856	\$470	\$2,226	\$1,600	\$250	\$376	
13	Georgetown, Colo.	4,394	734	2,272	1,600	200	472	
14	Lougmont, Colo.	4,238	729	2,229	1,600	100	522	
15	Salida, Colo.	4,715	828	2,434	1,600	150	684	
16	Danielsonville, Conn.	4,588	434	2,120	1,600	300	220	
17	Newgatuck, Conn.	4,865	818	2,472	1,600		872	
18	South Manchester, Conn.	4,764	532	2,241	1,600		641	
19	Southington, Conn.	4,202	245	1,942	1,600		342	
20	West Winsted, Conn.	4,294	504	2,081	1,600		481	
21	Winsted, Conn.	4,973	378	2,197	1,600	180	417	
22	Devil's Lake, Dak.	4,247	422	2,010	1,600	250	200	
23	Wahpeton, Dak.	4,880	400	2,184	1,600	100	484	
24	Tallahassee, Fla.	4,380	484	2,098	1,600	400	93	
25	Americus, Ga.	3,797	414	2,169	1,600	900		\$381
26	Griffin, Ga.	4,318	472	2,024	1,600	270	154	
27	Marietta, Ga.	4,848	346	2,136	1,600	200	336	
28	Carlinville, Ill.	4,619	629	2,266	1,600	160	506	
29	Charleston, Ill.	3,691	500	2,197	1,600	250	347	
30	Galva, Ill.	4,317	486	2,075	1,600	300	175	
31	Hyde Park, Ill.	4,781	535	2,248	1,600		648	
32	Jerseyville, Ill.	4,880	634	2,347	1,600	000	147	
33	Normal, Ill.	4,297	441	2,038	1,600	300	138	
34	Olney, Ill.	4,770	455	2,189	1,600	250	330	
35	Pana, Ill.	4,629	539	2,203	1,600	250	353	
36	Shelbyville, Ill.	4,789	691	2,300	1,600		760	
37	South Evanston, Ill.	4,669	262	2,024	1,600		424	
38	Aurora, Ind.	3,258	602	2,139	1,600	300	239	
39	Brazil, Ind.	4,491	366	2,043	1,600	100	343	
40	Greensburg, Ind.	4,803	584	2,200	1,600	243	447	
41	Kendallville, Ind.	4,515	399	2,074	1,600	200	274	
42	Mishawaka, Ind.	4,948	525	2,292	1,600		692	
43	New Castle, Ind.	4,301	401	2,011	1,600	250	161	
44	Notre Dame, Ind.	4,412	4	1,766	1,600		160	
45	Plymouth, Ind.	4,443	371	2,032	1,600		432	
46	Union City, Ind.	4,564	325	2,019	1,600	200	219	
47	Washington, Ind.	4,424	444	2,078	1,600	150	328	
48	Algona, Iowa	4,279	302	1,935	1,600	243	92	
49	Carroll, Iowa	4,816	445	2,196	1,600	150	446	
50	Cherokee, Iowa	4,887	847	2,499	1,600	150	749	
51	Denison, Iowa	4,349	573	2,146	1,600	309	246	
52	Emmettsburgh, Iowa	4,637	176	1,924	1,600	299	124	
53	Maquoketa, Iowa	4,987	620	2,370	1,600	100	670	
54	Missouri Valley, Iowa	4,361	603	2,233	1,600	309	333	
55	Osage, Iowa	4,522	554	2,184	1,600	500	84	
56	Perry, Iowa	4,211	409	1,990	1,600	150	240	
57	Storm Lake, Iowa	4,778	541	2,162	1,600	100	462	
58	Toledo, Iowa	4,271	328	1,951	1,600		351	
59	Waverly, Iowa	4,681	787	2,369	1,600	209	569	
60	Webster City, Iowa	4,865	547	2,282	1,600	243	439	
61	What Cheer, Iowa	4,287	535	2,115	1,600	209	315	
62	Winterset, Iowa	4,244	530	2,084	1,600	350	134	
63	Caldwell, Kans.	4,297	511	2,087	1,600	200	287	
64	Chanute, Kans.	4,212	447	2,017	1,600	180	237	
65	Cherry Vale, Kans.	4,767	430	2,171	1,600	200	371	
66	Council Grove, Kans.	4,304	209	1,878	1,600	300		22
67	Ellsworth, Kans.	4,638	230	1,962	1,600	239	162	
68	Garnett, Kans.	4,904	628	2,331	1,600	200	531	
69	Girard, Kans.	4,481	562	2,177	1,600	300	277	
70	Kinsley, Kans.	4,432	462	2,051	1,600	309	151	
71	Medicine Lodge, Kans.	4,327	381	2,005	1,600	200	205	
72	Oberlin, Kans.	4,690	312	2,065	1,600	509		35
73	Osage City, Kans.	4,745	628	2,303	1,600	209	593	
74	Sterling, Kans.	4,912	477	2,247	1,600	200	447	
75	Wakeeney, Kans.	4,675	345	2,084	1,600	200	184	
76	Washington, Kans.	4,300	561	2,081	1,600	200	281	
77	Georgetown, Ky.	4,271	408	2,007	1,600	200	207	
78	Lebanon, Ky.	4,616	269	2,013	1,600	300	113	
79	Richmond, Ky.	4,535	295	1,944	1,600	500		156
80	Shelbyville, Ky.	4,422	420	2,061	1,600	250	211	
81	Lake Charles, La.	4,483	256	1,964	1,600	150	214	
82	Houlton, Me.	4,304	250	1,906	1,600	300	6	
83	Saco, Me.	4,851	095	2,592	1,600	309	692	
84	Franklin, Mass.	4,662	513	2,138	1,600		598	
85	Gardner, Mass.	4,696	260	2,031	1,600		411	
86	Lee, Mass.	4,220	380	1,974	1,600		376	
87	Milton, Mass.	4,201	356	1,949	1,600		349	
88	North Brookfield, Mass.	4,226	560	2,100	1,600		300	

TABLE K.—Tabulated statement arranged to exhibit the post-offices, etc.—Continued.

THIRD-CLASS POST-OFFICES—\$1,600-GRADE—JULY 1, 1887—Continued.

No.	Office.	Gross receipts.	Box-rents.	Box-rents and com.	Salary.	Allowance.	Surplus.	Excess.
89	Orange, Mass.	\$4,877	\$538	\$2,277	\$1,600		\$677	
90	Palmer, Mass.	4,427	348	2,012	1,600	\$250	162	
91	Winchester, Mass.	4,432	597	2,188	1,600		588	
92	Berrien Springs, Mich.	4,269	132	1,813	1,600		213	
93	Calumet, Mich.	4,283	1,093	2,490	1,600		890	
94	Hastings, Mich.	4,494	311	2,145	1,600	500	45	
95	Howell, Mich.	4,349	537	2,121	1,600	150	371	
96	Hudson	4,324	672	2,207	1,600	400	207	
97	Iron Mountain, Mich.	4,317	455	2,093	1,600		493	
98	Lapeer, Mich.	4,505	420	2,226	1,600		626	
99	Tecumseh, Mich.	4,347	503	2,096	1,600		496	
100	Anoka, Minn.	4,722	882	2,475	1,600	150	725	
101	Anstin, Minn.	4,786	479	2,211	1,600	300	311	
102	Hastings, Minn.	4,646	882	2,451	1,600	200	651	
103	Lake City, Minn.	4,950	738	2,442	1,600		842	
104	Saint Peter, Minn.	4,368	429	2,051	1,600	360	151	
105	Greenville, Miss.	4,785	251	2,051	1,600	200	251	
106	Booneville, Mo.	4,972	523	2,297	1,600	450	247	
107	Butler, Mo.	4,829	623	2,325	1,600	200	525	
108	Carrollton, Mo.	4,372	504	2,104	1,600	200	304	
109	Fulton, Mo.	4,355	343	1,987	1,600	100	287	
110	Joplin, Mo.	4,992	628	2,377	1,600	200	577	
111	Lamar, Mo.	4,591	484	2,156	1,600	400	156	
112	Lexington, Mo.	4,909	303	2,167	1,600	200	367	
113	Saint Charles, Mo.	4,794	510	2,295	1,600	100	535	
114	Trenton, Mo.	4,370	587	2,162	1,600	200	262	
115	Anaconda, Mont.	4,679	1,172	2,664	1,600		1,064	
116	Missoula, Mont.	4,269	717	2,223	1,600	500	123	
117	Fairbury, Nebr.	4,251	325	1,042	1,600	76	266	
118	Holdrege, Nebr.	4,477	356	2,032	1,600	400	32	
119	Norfolk, Nebr.	4,299	427	2,058	1,600	150	308	
120	Red Cloud, Nebr.	4,476	499	2,081	1,600	300	183	
121	Great Falls, N. H.	4,802	764	2,415	1,600	150	665	
122	Lebanon, N. H.	4,628	393	2,103	1,600	300	203	
123	Cape May, N. J.	4,811	263	2,068	1,600	90	378	
124	Englewood, N. J.	4,697	260	2,037	1,600		437	
125	Lambertville, N. J.	4,788	334	2,110	1,600	200	310	
126	Millville, N. J.	4,075	503	2,284	1,600	200	494	
127	Orango Valley, N. J.	4,247	221	1,869	1,600		269	
128	Phillipsburgh, N. J.	4,414	555	2,153	1,600	200	353	
129	Silver City, N. Mex.	4,618	1,016	2,537	1,600	300	637	
130	Canton, N. Y.	4,680	395	2,120	1,600	250	270	
131	City Island, N. Y.	4,772	59	1,913	1,600		313	
132	Ellenville, N. Y.	4,701	285	2,050	1,600	200	250	
133	Fairport, N. Y.	4,601	427	2,119	1,600		519	
134	Genesco, N. Y.	4,730	410	2,150	1,600	300	250	
135	Hamilton, N. Y.	4,455	410	2,068	1,600		468	
136	Herkimer, N. Y.	4,228	225	1,866	1,600	200	66	
137	Lowville, N. Y.	4,843	233	2,070	1,600	284	186	
138	Richfield Springs, N. Y.	4,241	216	1,893	1,600	300		\$7
139	Salamauca, N. Y.	4,724	568	2,255	1,600	150	565	
140	Saugerties, N. Y.	4,698	383	2,118	1,600	350	168	
141	Silver Creek, N. Y.	4,247	227	1,873	1,600		273	
142	Stapleton, N. Y.	4,907	438	2,219	1,600		619	
143	Suspension Bridge, N. Y.	4,395	344	1,999	1,600	1,710		1,311
144	Watkins, N. Y.	4,278	475	2,056	1,600	243	213	
145	Whitehall, N. Y.	4,229	276	1,662	1,600		362	
146	Fayetteville, N. C.	4,692	375	2,119	1,600	400	110	
147	Ada, Ohio	4,576	428	2,113	1,600		513	
148	Bellevue, Ohio	4,289	540	2,165	1,600	200	305	
149	Bryan, Ohio	4,606	366	2,078	1,600	250	228	
150	Cochocton, Ohio	4,269	386	1,991	1,600	350	41	
151	Geneva, Ohio	4,320	305	1,950	1,600	90	200	
152	Kent, Ohio	4,211	624	2,140	1,600	200	340	
153	London, Ohio	4,678	462	2,167	1,600	250	317	
154	Marysville, Ohio	4,343	416	2,034	1,600		434	
155	Medina, Ohio	4,384	253	1,932	1,600	200	152	
156	New Philadelphia, Ohio	4,992	667	2,405	1,600	200	665	
157	Wellsville, Ohio	4,761	331	2,100	1,600		500	
158	Wilmington, Ohio	4,818	461	2,208	1,600	200	408	
159	Ashland, Pa.	4,267	328	1,940	1,600		349	
160	Bedford, Pa.	4,325	291	1,879	1,600	162	116	
161	Eraddock, Pa.	4,347	535	2,119	1,600		519	
162	Brookville, Pa.	4,479	434	2,087	1,600	500		13
163	Doylestown, Pa.	4,597	270	2,008	1,600	300	108	
164	Du Bois, Pa.	4,473	291	1,986	1,600	300	86	
165	Hanover, Pa.	4,480	381	2,053	1,600	200	253	

THIRD-CLASS POST-OFFICES.

TABLE K.—Tabulated statement arranged to exhibit the post-offices, etc.—Continued.

THIRD-CLASS POST-OFFICES—\$1,600 GRADE—JULY 1, 1887.

No.	Office.	Gross receipts.	Box-rents.	Box-rents and com.	Salary.	Allowance.	Surpluses.	Excess.
166	Holidaysburgh, Pa.....	\$4,361	\$238	\$1,985	\$1,600	\$100	\$285	
167	Kittanning, Pa.....	4,893	377	2,172	1,600	200	372	
168	Mercer, Pa.....	4,481	428	2,084	1,600	400	84	
169	Montrose, Pa.....	4,411	297	1,971	1,600	720		\$349
170	New Brighton, Pa.....	4,321	420	2,031	1,600		431	
171	Plymouth, Pa.....	4,923	693	2,402	1,600		802	
172	South Bethlehem, Pa.....	4,738	376	2,124	1,600	200	324	
173	Steelton, Pa.....	4,365	400	2,078	1,600		478	
174	Stroudsburg, Pa.....	4,346	141	1,842	1,600	162	80	
175	Susquehanna, Pa.....	4,351	479	2,080	1,600	100	380	
176	Wellsborough, Pa.....	4,752	571	2,265	1,600	200	465	
177	Bristol, R. I.....	4,951	628	2,365	1,600		765	
178	Central Falls, R. I.....	4,705	604	2,274	1,600	400	274	
179	East Greenwich, R. I.....	4,458	350	2,032	1,600		422	
180	Bristol, Tenn.....	4,522	309	2,013	1,600	200	213	
181	Murfreesborough, Tenn.....	4,809	377	2,146	1,600	350	100	
182	Bryan, Tex.....	4,227	490	2,051	1,600	150	301	
183	Greenville, Tex.....	4,732	448	2,173	1,600	350	223	
184	Temple, Tex.....	4,910	622	2,348	1,600	200	548	
185	Torrell, Tex.....	4,673	512	2,200	1,600	300	100	
186	Barre, Vt.....	4,880	428	2,204	1,600	200	401	
187	Middlebury, Vt.....	4,381	477	2,088	1,600	300		12
188	Lexington, Va.....	4,565	246	1,982	1,600	500		118
189	Liberty, Va.....	4,290	457	2,019	1,600	300	149	
190	Colfax, Wash.....	4,419	625	2,203	1,600	300	163	
191	Clarksburgh, W. Va.....	4,568	378	2,072	1,600	400	72	
192	Beaver Dam, Wis.....	4,727	690	2,278	1,600		678	
193	Berlin, Wis.....	4,843	694	2,379	1,600	162	617	
194	Columbus, Wis.....	4,427	422	2,064	1,600		464	
195	Fort Atkinson, Wis.....	4,590	445	2,128	1,600	270	278	
196	Menomonee, Wis.....	4,801	615	2,311	1,600	300	211	
197	Merrill, Wis.....	4,207	451	2,018	1,600	270	218	
198	Monroe, Wis.....	4,814	464	2,209	1,600	300	309	
199	Ripon, Wis.....	4,898	652	2,366	1,600	300	266	
	Total, grade \$1,600.....	908,148	93,193	425,281	318,400	42,138	67,546	2,803

THIRD-CLASS POST-OFFICES—\$1,700 GRADE—JULY 1, 1887.

1	Enfauia, Ala.....	\$5,775	\$397	\$2,331	\$1,700	\$360	\$131	
2	Phoenix, Ariz.....	5,164	791	2,543	1,700	200	643	
3	Prescott, Ariz.....	5,134	979	2,665	1,700	600	365	
4	Tombstone, Ariz.....	5,035	1,373	2,912	1,700	300	912	
5	Helena, Ark.....	5,188	454	2,314	1,700	500	114	
6	Chico, Cal.....	5,273	693	2,507	1,700		897	
7	Eureka, Cal.....	5,940	763	2,750	1,700	300	736	
8	Modesto, Cal.....	5,517	1,082	2,833	1,700	200	953	
9	San Luis Obispo, Cal.....	5,817	1,012	2,894	1,700	500	694	
10	Vallejo, Cal.....	5,701	845	2,735	1,700		1,035	
11	Visalia, Cal.....	5,144	745	2,501	1,700	200	561	
12	Woodland, Cal.....	5,738	1,055	2,900	1,700		1,200	
13	Durango, Colo.....	5,775	1,250	3,054	1,700	300	1,054	
14	Fort Collins, Colo.....	5,514	671	2,564	1,700	300	564	
15	Trinidad, Colo.....	5,977	864	2,838	1,700	600	578	
16	New Milford, Conn.....	5,751	464	2,490	1,700	260	390	
17	Putnam, Conn.....	5,876	683	2,681	1,700	400	581	
18	Torrington, Conn.....	5,161	753	2,515	1,700	300	515	
19	Gainesville, Fla.....	5,724	629	2,695	1,700	400	565	
20	Ocala, Fla.....	5,565	333	2,342	1,700	200	442	
21	Albany, Ga.....	5,547	528	2,473	1,700	300	473	
22	Thomasville, Ga.....	5,747	406	2,448	1,700	300	448	
23	Boise City, Idaho.....	5,665	1,065	2,906	1,700	500	706	
24	Belvidere, Ill.....	5,038	785	2,501	1,700	200	601	
25	Centralia, Ill.....	5,098	650	2,424	1,700	350	374	
26	De Kalb, Ill.....	5,288	379	2,292	1,700		592	
27	Dwight, Ill.....	5,869	419	2,344	1,700		644	
28	East Saint Louis, Ill.....	5,190	629	2,437	1,700		737	
29	Litchfield, Ill.....	5,021	633	2,389	1,700	200	489	
30	Mascout, Ill.....	5,022	730	2,458	1,700	100	658	
31	Morris, Ill.....	5,212	641	2,452	1,700		752	
32	Pontiac, Ill.....	5,338	592	2,303	1,700		693	
33	Sandwich, Ill.....	5,729	421	2,452	1,700		732	
34	Sycamore, Ill.....	5,219	637	2,451	1,700	180	571	

TABLE K.—*Tabulated statement arranged to exhibit the post-offices, etc.—Continued.*

THIRD-CLASS POST-OFFICES—GRADE \$1,700—JULY 1, 1887—Continued.

No.	Office.	Gross receipts.	Box-rents.	Box-rents and com.	Salary.	Allowance.	Surplus.	Excess.
35	Anderson, Ind.	\$5,552	\$689	\$2,588	\$1,700	\$500	\$288	
36	Bloomington, Ind.	5,133	474	2,312	1,700	200	312	
37	Jeffersonville, Ind.	5,796	598	2,579	1,700	400	479	
38	Rushville, Ind.	5,350	637	2,491	1,700	200	591	
39	Seymour, Ind.	5,194	607	2,423	1,700	200	523	
40	Warsaw, Ind.	5,232	517	2,372	1,700	200	472	
41	Chariton, Iowa.	5,406	839	2,509	1,700	400	409	
42	ChurriesCity, Iowa.	5,109	680	2,449	1,700	300	449	
43	Clarinda, Iowa.	5,397	857	3,650	1,700	600	359	
44	Corning, Iowa.	5,128	441	2,287	1,700	400	187	
45	Lyons, Iowa.	5,063	701	2,440	1,700	200	549	
46	McGregor, Iowa.	5,884	402	2,487	1,700		787	
47	Manchester, Iowa.	5,591	744	2,638	1,700	400	528	
48	Marion, Iowa.	5,441	719	2,576	1,700	500	376	
49	Newton, Iowa.	5,435	766	2,607	1,700	250	657	
50	Shenandoah, Iowa.	5,115	504	2,327	1,700	300	327	
51	Vinton, Iowa.	5,154	674	2,458	1,700	200	558	
52	Washington, Iowa.	5,123	575	2,380	1,700	400	280	
53	Anthony, Kans.	5,344	529	2,414	1,700		714	
54	Burlington, Kans.	5,254	620	2,450	1,700	300	450	
55	Columbus, Kans.	5,271	458	2,342	1,700	400	242	
56	Concordia, Kans.	5,907	744	2,332	1,700	400	232	
57	Eureka, Kans.	5,138	538	2,351	1,700	300	451	
58	Harper, Kans.	5,013	525	2,312	1,700	200	412	
59	Minneapolis, Kans.	5,231	449	2,324	1,700	200	434	
60	Olathe, Kans.	5,400	805	2,634	1,700	300	634	
61	Oswego, Kans.	5,352	670	2,374	1,700	200	474	
62	Paola, Kans.	5,240	573	2,413	1,700	200	513	
63	Mount Sterling, Ky.	5,477	474	2,415	1,700	288	427	
64	Bar Harbor, Me.	5,337	256	2,220	1,700		520	
65	Belfast, Me.	5,937	566	2,617	1,700	600	317	
66	Calais, Me.	5,160	583	2,396	1,700	700		\$4
67	Skowhegan, Me.	5,328	443	2,349	1,700	243	406	
68	Easton, Md.	5,002	244	2,112	1,700	400	12	
69	Adams, Mass.	5,903	993	2,906	1,700		1,206	
70	Athol, Mass.	5,389	541	2,435	1,700		735	
71	Chilcopee, Mass.	5,911	842	2,802	1,700	200	902	
72	East Hampton, Mass.	5,290	770	2,596	1,700	700	696	
73	Great Barrington, Mass.	5,682	515	2,505	1,700		805	
74	Medford, Mass.	5,734	730	2,682	1,700		982	
75	Nantucket, Mass.	5,254	781	2,563	1,700		863	
76	Spencer, Mass.	5,919	912	2,854	1,700		1,154	
77	Stoneham, Mass.	5,413	855	2,602	1,700		902	
78	Ware, Mass.	5,454	793	2,631	1,700		931	
79	Watertown, Mass.	5,021	621	2,383	1,700		683	
80	Webster, Mass.	5,095	677	2,442	1,700	300	442	
81	West Newton, Mass.	5,060	467	2,294	1,700		594	
82	Winchendon, Mass.	5,390	364	2,312	1,700	250	362	
83	Allegan, Mich.	5,332	654	2,497	1,700	200	597	
84	Benton Harbor, Mich.	5,295	870	2,638	1,700	200	738	
85	Cadillac, Mich.	5,883	905	2,692	1,700	400	592	
86	Cheboygan, Mich.	5,030	562	2,344	1,700		644	
87	Escanaba, Mich.	5,483	568	2,482	1,700	150	632	
88	Grand Haven, Mich.	5,569	717	2,613	1,700	400	513	
89	Hancock, Mich.	5,400	850	2,655	1,700	200	755	
90	Ludington, Mich.	5,993	1,118	3,021	1,700	400	921	
91	Monroe, Mich.	5,964	768	2,766	1,700	300	766	
92	Petoskey, Mich.	5,028	583	2,286	1,700	200	386	
93	Saint John's, Mich.	5,327	546	2,420	1,700	400	320	
94	Saint Joseph's, Mich.	5,042	500	2,365	1,700		665	
95	West Bay City, Mich.	5,188	784	2,645	1,700	500	345	
96	Albert Lea, Minn.	5,965	716	2,731	1,700	250	781	
97	Brainerd, Minn.	5,863	1,304	3,112	1,700	400	1,012	
98	Northfield, Minn.	5,537	768	2,638	1,700	200	738	
99	Owatonna, Minn.	5,430	702	2,560	1,700	200	660	
100	Kirksville, Mo.	5,123	438	2,283	1,700	200	383	
101	Macon City, Mo.	5,367	703	2,542	1,700	500	342	
102	Marshall, Mo.	5,306	596	2,476	1,700	300	476	
103	Maryville, Mo.	5,946	713	2,723	1,700	200	823	
104	North Springfield, Mo.	5,764	806	2,524	1,700	100	724	
105	Warrensburg, Mo.	5,335	619	2,474	1,700	324	450	
106	Bozeman, Mont.	5,493	1,327	2,990	1,700	600	690	
107	Miles City, Mont.	5,204	917	2,643	1,700	500	443	
108	Chadron, Nebr.	5,826	442	2,497	1,700		797	
109	Columbus, Nebr.	5,749	564	2,517	1,700	250	567	
110	Crete, Nebr.	5,200	491	2,344	1,700	100	544	
111	McCook, Nebr.	5,383	594	2,470	1,700		770	

TABLE K.—Tabulated statement arranged to exhibit the post-offices, etc.—Continued.

THIRD-CLASS POST-OFFICES—GRADE \$1,700—JULY 1, 1887—Continued.

No.	Office.	Gross receipts.	Box-rents.	Box-rents and com.	Salary.	Allow-ance.	Sur-plus.	Excess.
112	North Platte, Nebr.	\$5,335	\$714	\$2,540	\$1,700	\$200	\$640	
113	Wahoo, Nebr.	5,043	621	2,388	1,700	300	388	
114	Carson City, Nev.	5,903	888	2,851	1,700	700	451	
115	Rochester, N. H.	5,315	779	2,580	1,700	400	480	
116	Bordentown, N. J.	5,426	397	2,348	1,700	400	246	
117	Dover, N. J.	5,064	587	2,370	1,700	200	470	
118	Freehold, N. J.	5,261	336	2,253	1,700	300	253	
119	Hackensack, N. J.	5,061	248	2,132	1,700		432	
120	Long Branch, N. J.	5,478	253	2,261	1,700		561	
121	Newton, N. J.	5,558	426	2,506	1,700	400	406	
122	Ocean Grove, N. J.	5,494	390	2,361	1,700		661	
123	Salem, N. J.	5,096	229	2,102	1,700		402	
124	Somerville, N. J.	5,419	443	2,576	1,700	300	376	
125	Las Vegas, N. Mex.	5,589	805	2,743	1,700	500	543	
126	Ballston, N. Y.	5,485	563	2,479	1,700	300	479	
127	Canajoharie, N. Y.	5,122	276	2,169	1,700	200	269	
128	Cooperstown, N. Y.	5,552	459	2,427	1,700	300	427	
129	Gouverneur, N. Y.	5,714	541	2,533	1,700	450	383	
130	Iloro, N. Y.	5,093	635	2,403	1,700		703	
131	Long Island City, N. Y.	5,468	491	2,361	1,700	100	561	
132	Lyons, N. Y.	5,672	689	2,624	1,700	300	624	
133	New Brighton, N. Y.	5,290	342	2,260	1,700		566	
134	Palmyra, N. Y.	5,515	720	2,598	1,700	300	598	
135	Port Richmond, N. Y.	5,431	364	2,324	1,700		624	
136	Wellsville, N. Y.	5,864	452	2,516	1,700	400	416	
137	White Plains, N. Y.	5,195	479	2,334	1,700		634	
138	Goldsborough, N. C.	5,986	637	2,651	1,700	900	81	
139	Ashland, Ohio	5,870	518	2,504	1,700	405	450	
140	Athens, Ohio	5,278	463	2,348	1,700	500	148	
141	Cambridge, Ohio	5,664	525	2,506	1,700	350	456	
142	Hillsborough, Ohio	5,591	750	2,642	1,700	600	342	
143	Upper Sandusky, Ohio	5,218	558	2,396	1,700	200	496	
144	Wellington, Ohio	5,190	376	2,261	1,700	200	361	
145	The Dalles, Oregon	5,960	1,026	2,940	1,700	300	940	
146	Bristol, Pa.	5,802	339	2,448	1,700	150	538	
147	Carbondale, Pa.	5,704	603	2,573	1,700	250	623	
148	Clearfield, Pa.	5,175	206	2,136	1,700	150	286	
149	Coatesville, Pa.	5,125	366	2,213	1,700	200	313	
150	Connellsville, Pa.	5,001	448	2,254	1,700	300	254	
151	Gettysburgh, Pa.	5,352	305	2,259	1,700	800		\$241
152	Honesdale, Pa.	5,934	629	2,661	1,700	400	561	
153	Lewisburgh, Pa.	5,745	679	2,638	1,700	300	638	
154	Lewiston, Pa.	5,963	412	2,517	1,700		817	
155	Mohony City, Pa.	5,507	737	2,608	1,700	450	458	
156	Mechanicsburgh, Pa.	5,562	303	2,321	1,700		621	
157	Milton, Pa.	5,779	443	2,483	1,700	100	683	
158	Phillipsburgh, Pa.	5,735	304	2,373	1,700	200	473	
159	Sunbury, Pa.	5,854	579	2,560	1,700	300	560	
160	Waynesborough, Pa.	5,780	267	2,361	1,700	300	361	
161	Spartanburgh C. H., S. C.	5,992	607	2,513	1,700	600	213	
162	Abilene, Tex.	5,226	618	2,454	1,700	300	454	
163	Belton, Tex.	5,580	698	2,602	1,700	400	502	
164	Brenham, Tex.	5,864	724	2,706	1,700	500	506	
165	Cleburne, Tex.	5,002	757	2,470	1,700	400	370	
166	Colorado, Tex.	5,017	698	2,434	1,700		734	
167	Lampasas, Tex.	5,560	582	2,515	1,700	250	565	
168	Laredo, Tex.	5,060	909	2,596	1,700	700	196	
169	Palestine, Tex.	5,250	786	2,568	1,700	700	168	
170	Weatherford, Tex.	5,636	686	2,611	1,700	600	311	
171	Fredericksburgh, Va.	5,800	357	2,430	1,700	810		80
172	Hampton, Va.	5,026	164	2,062	1,700		262	
173	Huntington, W. Va.	5,164	547	2,372	1,700	400	272	
174	Necanic, Wis.	5,904	809	2,786	1,700	150	936	
175	Portage, Wis.	5,609	763	2,656	1,700	500	456	
176	Sparta, Wis.	5,287	590	2,439	1,700	200	539	
	Total, grade \$1,700.....	958,265	100,581	440,723	290,200	47,080	94,768	325

TABLE K.—*Tabulated statement arranged to exhibit the post-offices, etc.*—Continued.

THIRD CLASS POST-OFFICES—\$1,800 GRADE—JULY 1, 1887.

No.	Office.	Gross receipts.	Box rents.	Box rents and com.	Salary.	Allowance.	Surplus.	Excess.
1	Huntsville, Ala.	\$6,392	\$641	\$2,806	\$1,800	\$200	\$806	.....
2	Petaluma, Cal.	6,529	1,041	3,127	1,800	300	1,027	.....
3	Boulder Colo.	6,238	1,108	3,087	1,800	900	387	.....
4	Bismarck, Dak.	6,802	988	3,173	1,800	1,000	373	.....
5	Deadwood, Dak.	6,130	975	2,962	1,800	1,200	.....	\$38
6	Jamestown, Dak.	6,155	925	2,934	1,800	400	734	.....
7	Dover, Del.	6,001	359	2,492	1,800	.....	692	.....
8	Sanford, Fla.	6,969	598	2,949	1,800	120	1,029	.....
9	Tampa, Fla.	6,688	458	2,767	1,800	700	267	.....
10	Bronawick, Ga.	6,451	571	2,775	1,800	400	575	.....
11	Geneseo, Ill.	6,037	1,165	3,066	1,800	300	369	.....
12	Kewanee, Ill.	6,632	644	2,880	1,800	.....	1,080	.....
13	La Salle, Ill.	6,651	990	3,134	1,800	1,000	334	.....
14	Mendota, Ill.	6,057	777	2,801	1,800	300	701	.....
15	Pullman, Ill.	6,940	1,032	3,244	1,800	200	1,244	.....
16	South Chicago, Ill.	6,738	685	2,941	1,800	200	911	.....
17	Waukegan, Ill.	6,279	761	2,856	1,800	200	856	.....
18	Connersville, Ind.	6,726	714	2,958	1,800	250	968	.....
19	Frankfort, Ind.	6,473	599	2,801	1,800	350	651	.....
20	Huntington, Ind.	6,553	1,079	3,162	1,800	600	762	.....
21	Kokomo, Ind.	6,610	573	2,824	1,800	400	624	.....
22	Marion, Ind.	6,187	787	2,847	1,800	600	447	.....
23	Shelbyville, Ind.	6,804	599	2,901	1,800	243	858	.....
24	Boone, Iowa	6,767	892	3,095	1,800	400	895	.....
25	Fairfield, Iowa	6,424	602	2,788	1,800	500	484	.....
26	Fort Madison, Iowa	6,008	549	2,627	1,800	.....	827	.....
27	Independence, Iowa	6,689	867	3,054	1,800	300	954	.....
28	Mason City, Iowa	6,839	808	3,057	1,800	300	957	.....
29	Beloit, Kans.	6,303	769	2,869	1,800	400	669	.....
30	El Dorado, Kans.	6,796	781	3,025	1,800	400	825	.....
31	Great Bend, Kans.	6,062	510	2,615	1,800	200	615	.....
32	Hiawatha, Kans.	6,554	735	2,921	1,800	200	921	.....
33	Independence, Kans.	6,559	936	3,063	1,800	400	863	.....
34	Junction City, Kans.	6,423	815	2,947	1,800	400	737	.....
35	Danville, Ky.	6,144	773	2,824	1,800	.....	1,024	.....
36	Hopkinsville, Ky.	6,340	561	2,738	1,800	400	538	.....
37	Paris, Ky.	6,537	1,000	3,101	1,800	500	801	.....
38	Brunswick, Mo.	6,075	618	2,605	1,800	400	495	.....
39	Andover, Mass.	6,781	740	2,993	1,800	200	893	.....
40	Leominster, Mass.	6,088	977	3,131	1,800	100	1,231	.....
41	Marblehead, Mass.	6,395	548	2,742	1,800	200	742	.....
42	Newtonville, Mass.	6,262	400	2,599	1,800	.....	799	.....
43	Peabody, Mass.	6,192	947	2,961	1,800	250	911	.....
44	Quincy, Mass.	6,656	1,121	3,222	1,800	200	1,222	.....
45	Wakefield, Mass.	6,182	921	2,939	1,800	250	889	.....
46	Westborough, Mass.	6,243	084	2,602	1,800	.....	262	.....
47	Albion, Mich.	6,713	904	3,087	1,800	200	1,087	.....
48	Alpena, Mich.	6,610	900	3,053	1,800	265	898	.....
49	Greenville, Mich.	6,406	686	2,842	1,800	200	842	.....
50	Niles, Mich.	6,388	893	2,960	1,800	300	860	.....
51	Three Rivers, Mich.	6,180	555	2,682	1,800	.....	882	.....
52	Traverse City, Mich.	6,072	870	2,871	1,800	400	671	.....
53	Crookston, Minn.	6,508	863	2,996	1,800	200	996	.....
54	Columbus, Miss.	6,307	811	2,809	1,800	500	509	.....
55	Chillicothe, Mo.	6,489	774	2,928	1,800	400	728	.....
56	Clinton, Mo.	6,209	681	2,779	1,800	500	479	.....
57	Independence, Mo.	6,693	616	2,879	1,800	300	779	.....
58	Louisiana, Mo.	6,865	442	2,809	1,800	200	809	.....
59	Mexico, Mo.	6,517	592	2,810	1,800	200	710	.....
60	Nevada, Mo.	6,736	708	2,957	1,800	250	907	.....
61	Plattsburgh, Nebr.	6,220	1,056	3,048	1,800	100	1,148	.....
62	York, Nebr.	6,870	753	3,032	1,800	200	1,032	.....
63	Reno, Nev.	6,596	1,093	3,184	1,800	600	784	.....
64	Claremont, N. H.	6,346	867	2,959	1,800	100	1,009	.....
65	Exeter, N. H.	6,122	752	2,803	1,800	270	733	.....
66	Lafonia, N. H.	6,121	676	2,749	1,800	.....	949	.....
67	Mount Holly, N. J.	6,167	401	2,571	1,800	.....	771	.....
68	Perth Amboy, N. J.	6,139	834	2,806	1,800	250	816	.....
69	Rahway, N. J.	6,831	876	3,102	1,800	500	802	.....
70	Red Bank, N. J.	6,734	359	2,709	1,800	200	709	.....
71	Rutherford, N. J.	6,327	216	2,489	1,800	.....	689	.....
72	Woodbury, N. J.	6,367	288	2,552	1,800	400	352	.....
73	Albion, N. Y.	6,582	725	2,922	1,800	500	622	.....
74	Goshop, N. Y.	6,876	344	2,743	1,800	500	443	.....
75	Housick Falls, N. Y.	6,718	436	2,700	1,800	.....	960	.....
76	Medina, N. Y.	6,325	722	2,842	1,800	100	942	.....
77	Newark, N. Y.	6,052	472	2,580	1,800	400	380	.....

TABLE K.—Tabulated statement arranged to exhibit post-offices, etc.—Continued.

THIRD-CLASS POST-OFFICES—\$1,000 GRADE—JULY 1, 1887—Continued.

No.	Office.	Gross receipts.	Box-rents.	Box-rents and com.	Salary.	Allowance.	Surplus.	Excess.
78	New Lebanon, N. Y.	\$6,364	\$20	\$2,363	\$1,800		\$563	
79	New Rochelle, N. Y.	6,580	328	2,644	1,800		844	
80	Northport, N. Y.	6,172	112	2,370	1,800		570	
81	Nyack, N. Y.	6,707	614	2,882	1,800		1,082	
82	Port Chester, N. Y.	6,452	483	2,714	1,800	\$70	888	
83	Potdam, N. Y.	6,491	410	2,675	1,800		875	
84	Warsaw, N. Y.	6,186	381	2,563	1,800	300	463	
85	West Troy, N. Y.	6,369	612	2,779	1,800		979	
86	New Bern, N. C.	6,170	782	2,838	1,800	400	638	
87	Bellefontaine, Ohio	6,855	866	3,103	1,800	800	593	
88	Fostoria, Ohio	6,370	616	2,782	1,800	450	532	
89	Gallio, Ohio	6,359	582	2,755	1,800	200	755	
90	Gallipolis, Ohio	6,933	587	2,930	1,800	500	630	
91	Greenville, Ohio	6,240	909	2,920	1,800	400	720	
92	Lebanon, Ohio	6,047	696	2,741	1,800	300	641	
93	Ravenna, Ohio	6,315	490	2,678	1,800	400	478	
94	Van Wert, Ohio	6,610	583	2,831	1,800	400	631	
95	Bloomsburgh, Pa.	6,271	505	2,674	1,800	240	634	
96	Butler, Pa.	6,454	571	2,776	1,800	300	676	
97	Greenville, Pa.	6,222	402	2,588	1,800		788	
98	Indiana, Pa.	6,423	381	2,633	1,800	600	233	
99	Media, Pa.	6,024	310	2,464	1,800		664	
100	Phoenixville, Pa.	6,075	358	2,513	1,800	300	413	
101	Shenandoah, Pa.	6,447	585	2,784	1,800		984	
102	Tyrone, Pa.	6,258	580	2,723	1,800	400	523	
103	Uniontown, Pa.	6,175	514	2,652	1,800	500	352	
104	Olinyville, R. I.	6,451	425	2,673	1,800	300	573	
105	Columbia, Tenn.	6,659	530	2,800	1,800	600	409	
106	Marshall, Tex.	6,754	926	3,115	1,800	300	1,015	
107	Tyler, Tex.	6,447	635	3,818	1,800	400	618	
108	Bellows Falls, Vt.	6,754	643	2,910	1,800	600	516	
109	Bennington, Vt.	6,074	714	2,762	1,800	200	762	
110	Charlottesville, Va.	6,948	431	2,826	1,800	1,000	26	
111	Martinsburgh, W. Va.	6,246	539	2,601	1,800	300	591	
112	Baraboo, Wis.	6,441	891	2,996	1,800	300	896	
113	Kenosha, Wis.	6,148	759	2,815	1,800	200	815	
114	Mantowoc, Wis.	6,700	609	2,930	1,800	300	839	
115	Marinette, Wis.	6,722	515	2,817	1,800		1,017	
116	Stevens' Point, Wis.	6,517	600	2,815	1,800	300	715	
Total grade, \$1,800		747,533	78,526	329,265	208,800	35,584	84,919	\$38

THIRD CLASS POST-OFFICES—\$1,000 GRADE—JULY 1, 1887.

1	Texarkana, Ark.	\$7,007	\$748	\$3,066	\$1,900	\$1,000	\$166	
2	Riverside, Cal.	7,488	983	3,376	1,900		1,476	
3	Aspen, Colo.	7,042	2,151	4,328	1,900	1,000	1,428	
4	Greley, Colo.	7,259	1,065	3,393	1,900	100	1,363	
5	Bristol, Conn.	7,263	1,017	3,331	1,900		1,431	
6	Rockville, Conn.	7,160	846	3,180	1,900		1,280	
7	Watertown, Dak.	7,256	697	3,042	1,900	500	642	
8	Key West, Fla.	7,399	765	3,195	1,900	400	895	
9	Athens, Ga.	7,883	672	3,275	1,900	300	1,075	
10	Batavia, Ill.	7,132	597	2,997	1,900		1,097	
11	Canton, Ill.	7,699	1,025	3,467	1,900	300	1,267	
12	Galena, Ill.	7,145	903	3,215	1,900	400	915	
13	Paris, Ill.	7,609	835	3,263	1,900	500	803	
14	Princeton, Ill.	7,586	632	3,173	1,900	400	873	
15	Greencastle, Ind.	7,986	641	3,014	1,900	500	614	
16	Michigan City, Ind.	7,899	979	3,495	1,900	500	1,035	
17	Wabash, Ind.	7,218	999	3,306	1,900	500	906	
18	Cedar Falls, Iowa.	7,206	953	3,269	1,900	300	1,069	
19	Decorah, Iowa.	7,800	784	3,329	1,900	500	929	
20	Griswold, Iowa.	7,119	832	3,158	1,900	500	758	
21	Red Oak, Iowa.	7,187	787	3,147	1,900	400	847	
22	Arkansas City, Kans.	7,860	731	3,309	1,900	400	1,009	
23	Larned, Kans.	7,876	725	3,311	1,900	600	811	
24	McPherson, Kans.	7,099	734	3,263	1,900	500	833	
25	Manhattan, Kans.	7,657	716	3,258	1,900	500	838	
26	Henderson, Ky.	7,218	774	3,147	1,900	200	1,047	
27	Baton Rouge, La.	7,605	923	3,367	1,900	500	967	
28	Gardiner, Me.	7,077	429	2,893	1,900	278	885	
29	Annapolis, Md.	7,503	897	3,319	1,900	200	1,219	
30		7,478	383	2,932	1,900		1,052	

TABLE K.—*Tabulated statement arranged to exhibit the post-offices, etc.—Continued.*

THIRD-CLASS POST-OFFICES—GRADE \$1,000—JULY 1, 1887—Continued.

No.	Office.	Gross receipts.	Box-rents.	Box-rents and com.	Salary.	Allowance.	Surplus.	Excess.
31	Attleborough, Mass.	\$7,233	\$857	\$3,210	\$1,900	\$400	\$910	.....
32	Middleborough, Mass.	7,459	693	3,163	1,900	.....	1,263	.....
33	Natick, Mass.	7,881	1,255	3,683	1,600	200	1,583	.....
34	North Attleborough, Mass.	7,467	1,130	3,471	1,900	200	1,371	.....
35	Woburn, Mass.	7,574	1,267	3,599	1,900	250	1,449	.....
36	Ishpeming, Mich.	7,771	1,285	3,670	1,900	150	1,620	.....
37	Menominee, Mich.	7,361	798	3,189	1,900	.....	1,289	.....
38	Owasso, Mich.	7,182	731	3,167	1,900	300	907	.....
39	Fergus Falls, Minn.	7,025	775	3,050	1,600	300	890	.....
40	Virginia City, Nev.	7,238	1,572	3,712	1,900	800	1,012	.....
41	Burlington, N. J.	7,085	509	2,922	1,900	300	602	.....
42	Mont Clair, N. J.	7,081	532	2,937	1,900	.....	1,037	.....
43	Passaic, N. J.	7,404	688	3,143	1,600	200	1,043	.....
44	Vineland, N. J.	7,288	665	3,092	1,900	200	992	.....
45	Flushing, N. Y.	7,051	498	2,904	1,900	.....	1,004	.....
46	Fort Plain, N. Y.	7,127	998	3,136	1,900	500	736	.....
47	Fulton, N. Y.	7,014	774	3,086	1,900	350	836	.....
48	Niagara Falls, N. Y.	7,801	737	3,296	1,900	1,000	296	.....
49	Tarrytown, N. Y.	7,116	613	3,004	1,900	.....	1,104	.....
50	Waterloo, N. Y.	7,694	979	3,407	1,900	160	1,407	.....
51	Durham, N. C.	7,499	595	3,167	1,900	260	1,067	.....
52	Greensborough, N. C.	7,552	550	3,091	1,900	600	591	.....
53	Winston, N. C.	7,916	308	3,073	1,900	720	453	.....
54	Alliance, Ohio.	7,766	820	3,326	1,900	500	926	.....
55	Ashtabula, Ohio.	7,131	994	3,212	1,900	400	912	.....
56	Bucyrus, Ohio.	7,393	218	3,331	1,900	500	921	.....
57	Circleville, Ohio.	7,765	1,039	3,331	1,900	500	941	.....
58	Defiance, Ohio.	7,876	917	3,444	1,900	490	1,144	.....
59	Lancaster, Ohio.	7,072	689	3,132	1,900	700	532	.....
60	Washington C. H., Ohio.	7,739	1,102	3,521	1,900	500	1,131	.....
61	Astoria, Oregon.	7,115	1,393	3,549	1,900	700	949	.....
62	Bellefonte, Pa.	7,539	436	3,067	1,900	300	897	.....
63	Columbia, Pa.	7,539	606	3,126	1,900	800	426	.....
64	Greensburgh, Pa.	7,761	576	3,172	1,900	600	672	.....
65	Manch Chunk, Pa.	7,330	446	2,951	1,900	200	851	.....
66	Shamokin, Pa.	7,373	872	3,292	1,900	.....	1,362	.....
67	Sharps, Pa.	7,454	1,022	3,391	1,900	300	1,191	.....
68	West Grove, Pa.	7,466	110	2,754	1,900	800	54	.....
69	Jackson, Tenn.	7,251	729	3,125	1,900	1,000	225	.....
70	Corsicana, Tex.	7,882	1,018	3,517	1,900	900	717	.....
71	Portsmouth, Va.	7,653	962	3,367	1,900	400	1,057	.....
72	Winchester, Va.	7,674	694	3,228	1,900	1,000	328	.....
73	Wausau, Wis.	7,363	744	3,179	1,900	600	600	.....
74	White Water, Wis.	7,055	747	3,079	1,900	.....	1,179	.....
75	Laramie City, Wyo.	7,866	1,587	3,911	1,900	.....	2,011	.....
Totals, grade \$1,000.....		558,132	62,212	243,846	142,500	29,268	72,138	.....

RECAPITULATION.

Grade.	Gross receipts.	Box-rents.	Box-rents and commissions.	Salaries.	Allowance.	Surplus.	Excess.
\$1,400	\$826,180	\$80,060	\$415,472	\$257,600	\$33,291	\$31,146	\$8,098
\$1,500	961,634	98,707	468,054	376,500	41,276	54,414	4,130
\$1,600	908,148	93,193	425,281	318,400	42,128	67,546	2,803
\$1,700	958,265	100,581	440,723	299,200	47,089	94,768	.....
\$1,800	747,533	78,526	320,265	208,800	35,581	81,019	325
\$1,900	558,132	62,212	243,846	142,500	29,268	72,138	.....
Totals.....	4,959,802	522,219	2,322,641	1,792,400	228,680	404,931	13,370

TABLE K.—*Tabulated statement arranged to exhibit the post-offices, etc.—Continued.*

RECAPITULATION BY STATES.

No.	States and Territories.	Gross receipts four quarters ended March 31, 1887.	Box-rents four quarters ended March 31, 1887.	Box-rents and commissions.	Salaries of postmasters July 1, 1887.	Allowance for separating clerk.	Surplus box-rents and commissions.	Box-rents and commissions, excess.
1	Alabama.....	\$98,840	\$3,185	\$17,720	\$13,900	\$2,326	\$1,573	279
2	Alaska.....							
3	Arizona.....	15,333	3,144	8,120	5,100	1,160	1,920	
4	Arkansas.....	21,354	1,950	9,531	6,800	2,900	280	449
5	California.....	139,370	18,762	68,566	48,700	3,754	16,308	196
6	Colorado.....	86,832	14,920	44,413	29,000	7,000	8,613	290
7	Connecticut.....	94,558	10,237	44,765	33,000	1,580	16,185	
8	Dakota.....	75,048	8,453	36,392	27,500	4,850	3,990	38
9	Delaware.....	9,435	644	4,161	3,220		961	
10	District of Columbia.....							
11	Florida.....	43,791	4,058	19,497	13,500	2,420	3,577	
12	Georgia.....	58,674	5,024	26,800	20,400	3,870	3,479	889
13	Idaho.....	9,562	1,717	4,950	3,200	700	1,050	
14	Illinois.....	329,143	38,846	162,606	120,100	13,280	29,516	290
15	Indiana.....	199,030	29,569	92,584	67,400	9,976	15,264	56
16	Indian Territory.....							
17	Iowa.....	293,464	33,583	140,007	102,600	15,469	22,405	457
18	Kansas.....	282,093	28,079	125,792	91,600	13,818	29,505	131
19	Kentucky.....	75,128	7,148	34,584	25,600	4,288	5,061	368
20	Louisiana.....	18,736	1,522	8,445	6,500	1,028	931	14
21	Maine.....	68,846	7,109	32,230	23,760	4,843	4,470	733
22	Maryland.....	27,327	1,316	11,760	9,500	1,390	1,134	264
23	Massachusetts.....	329,585	37,938	151,606	108,700	4,190	38,716	
24	Michigan.....	244,232	29,337	116,744	83,400	7,809	25,653	118
25	Minnesota.....	87,379	11,791	42,749	30,100	3,768	8,968	27
26	Mississippi.....	32,653	3,326	15,463	12,000	2,200	1,361	98
27	Missouri.....	148,776	15,835	68,791	48,600	6,924	13,358	91
28	Montana.....	30,104	5,817	16,151	11,000	2,860	2,568	137
29	Nebraska.....	134,626	14,175	64,360	40,300	5,226	10,199	365
30	Nevada.....	23,263	4,597	11,896	8,800	3,100	2,247	251
31	New Hampshire.....	65,652	6,069	30,994	23,400	1,590	6,094	
32	New Jersey.....	181,456	13,663	79,944	59,200	5,350	15,405	
33	New Mexico.....	21,297	3,284	19,850	7,700	1,909	2,150	
34	New York.....	428,846	35,499	193,740	146,600	15,572	33,128	1,560
35	North Carolina.....	60,619	4,723	26,811	19,500	5,686	3,119	874
36	Ohio.....	282,350	27,634	139,210	94,800	14,475	21,270	335
37	Oregon.....	35,516	5,346	17,917	12,500	2,700	2,472	165
38	Pennsylvania.....	376,492	39,368	168,097	126,700	15,682	27,780	1,255
39	Rhode Island.....	23,792	2,431	11,093	8,000	700	2,503	
40	South Carolina.....	21,398	2,228	11,369	9,200	1,709	542	73
41	Tennessee.....	37,297	3,127	16,871	12,600	3,330	1,251	510
42	Texas.....	156,859	18,429	75,318	54,000	10,230	19,585	397
43	Utah.....	3,689	797	2,164	1,500	100	594	
44	Vermont.....	55,995	4,555	26,179	21,100	2,726	2,531	181
45	Virginia.....	79,611	5,233	35,466	27,600	7,410	2,316	2,060
46	Washington Ter.....	18,581	2,598	9,594	7,400	1,800	587	193
47	West Virginia.....	23,092	1,991	19,431	8,000	1,409	1,121	90
48	Wisconsin.....	161,354	17,924	76,342	55,409	6,640	14,457	155
49	Wyoming.....	15,924	2,606	7,921	4,900	250	2,771	
	Total.....	4,959,892	522,219	2,322,641	1,702,400	228,680	404,931	13,370

TABLE L.—Statement showing the number of third-class post-offices in each State and Territory, arranged to exhibit the number of each grade (salary \$1,000 to \$1,900 inclusive), from July 1, 1887.

States and Territories.	Postmasters' salaries.									Totals.	
	\$1,000	\$1,100	\$1,200	\$1,300	\$1,400	\$1,500	\$1,600	\$1,700	\$1,800		\$1,900
Alabama	3	1	1	1	3	2	2	1	1	15	
Alaska										3	
Arizona								3		13	
Arkansas	1	1	4	3		2	1		1	49	
California	3	5	4	6	6	9	7	7	1	24	
Colorado	2	3	1	4	1	7	4	3	1	35	
Connecticut	1	6	4	3	5	5	6	3		38	
Dakota	3	5	10	2	10	2	2		3	5	
Delaware			1	2	1				1	12	
District of Columbia										23	
Florida		1		2		2	1	2	2	5	
Georgia	1	3	3	3	5	1	3	2	1	68	
Idaho		1	2			1		1		145	
Illinois	17	12	23	17	27	17	19	11	7	68	
Indiana	3	9	7	7	8	9	10	6	6	104	
Indian Territory										91	
Iowa	4	16	11	8	18	11	15	12	5	30	
Kansas	7	13	7	7	11	11	14	10	6	10	
Kentucky	2	3	6	3	3	4	4	1	3	29	
Louisiana	1	3	1	1		2	1		1	15	
Maine	3	6	4	1	5	2	2		1	92	
Maryland	1	2	2	4	1	3		1		82	
Massachusetts	2	15	3	4	13	20	8	14	8	41	
Michigan	4	8	10	8	10	12	8	13	6	29	
Minnesota	7	7	3	5	4	4	5	4	1	65	
Mississippi	3	7	1	1	4	2	1		1	9	
Missouri	3	13	9	10	3	6	9	6	6	66	
Montana			1	1	1	2	2	2		7	
Nebraska	3	16	10	5	9	11	4	6	2	26	
Nevada	1	2		1	1		2	1	1	47	
New Hampshire	4	3	3	1	4	5	2	1	3	6	
New Jersey		2	7	2	6	5	6	9	6	157	
New Mexico				1	1	2	1	1		20	
New York	7	20	18	20	17	28	16	12	13	93	
North Carolina		4	2	2	3	3	1	1	1	12	
Ohio	6	11	10	7	13	13	12	6	8	128	
Oregon	2		1			5		1		6	
Pennsylvania	14	17	11	7	21	9	18	15	9	15	
Rhode Island			1				3		1	21	
South Carolina	2	3	2	2	2	5		1		61	
Tennessee		6	6	1	6	3	1	2	1	3	
Texas	5	7	9	5	8	11	4	9	2	19	
Utah		1	1							23	
Vermont		3		2	7	3	2	2	2	9	
Virginia	1	2		2	9	2	2	2	1	12	
Washington Ter.	1	2	1		2	2	1			61	
West Virginia	1	2	2	2	1	1	1	1	2	9	
Wisconsin	4	10	5	7	8	9	8	3	5	61	
Wyoming			1			2			1	4	
Total	122	252	203	170	254	252	199	176	116	75	1,819

THIRD-CLASS POST-OFFICES.

TABLE M.—Statement showing the number of post-offices, the aggregates of gross receipts, box-rents, box-rents and commissions, salaries of postmasters, allowances for separating labor, and the surplus, and excess of box-rents and commissions, for each grade from \$1,000 to \$1,900 (salary), inclusive, in effect from July 1, 1887.

Grade.	Number of offices.	Four years ended March 31, 1887.			Aggregate salaries of postmasters July 1, 1887.	Aggregate allowances for separating labor.	Aggregate surplus box-rents and commissions.	Aggregate excess box-rents and commissions.
		Aggregate gross receipts.	Aggregate box-rents.	Aggregate box-rents and commissions.				
\$1,000.....	122	\$244,254	\$23,502	\$131,330	\$122,000	\$10,600	\$4,937	\$6,207
\$1,100.....	252	560,034	52,874	268,437	277,000	16,418	13,007	0,008
\$1,200.....	203	514,441	48,584	267,600	243,600	19,116	13,584	0,700
\$1,300.....	170	483,218	43,794	246,085	221,000	20,864	11,983	7,162
\$1,400.....	254	822,752	79,715	413,504	355,600	33,094	31,140	6,036
\$1,500.....	252	905,277	90,207	409,037	378,000	41,576	54,497	4,136
\$1,600.....	109	908,148	93,193	425,281	318,400	42,138	67,546	2,803
\$1,700.....	176	958,265	109,581	440,723	290,200	47,099	94,768	328
\$1,800.....	116	747,533	78,526	329,265	268,400	35,584	81,019	335
\$1,900.....	75	558,132	62,212	242,816	142,500	29,208	72,138	.....
Totals.....	1,819	6,768,034	691,188	3,266,908	2,560,500	295,738	419,425	44,555

Statement showing the number of post-offices and the average of gross receipts, box-rents, box-rents and commissions, salaries of postmasters, allowances for separating labor, and the surplus and excess of box-rents and commissions, for each grade from \$1,000 to \$1,900 (salary), inclusive, in effect from July 1, 1887:

Grade.	Number of offices.	Four quarters ended March 31, 1887.			Average salaries of postmasters July 1, 1887.	Average allowances for separating labor.	Average surplus box-rents and commissions.	Average excess box-rents and commissions.
		Average gross receipts.	Average box-rents.	Average box-rents and commissions.				
\$1,000.....	122	\$2,002.08	\$192.04	\$1,070.47	\$1,000	\$51.37	\$40.46	\$51.30
\$1,100.....	252	2,246.17	209.82	1,184.27	1,100	65.15	55.18	36.06
\$1,200.....	203	2,534.10	230.33	1,318.22	1,200	64.16	60.01	42.85
\$1,300.....	170	2,742.46	257.61	1,451.09	1,300	122.73	70.49	42.13
\$1,400.....	254	8,239.18	313.84	1,620.15	1,400	130.29	122.14	23.76
\$1,500.....	252	8,830.46	363.68	1,864.83	1,500	164.08	216.26	10.48
\$1,600.....	199	4,563.56	468.31	2,137.09	1,600	211.75	339.43	14.09
\$1,700.....	176	5,444.69	622.62	2,504.10	1,700	267.50	538.45	1.85
\$1,800.....	116	6,444.23	676.95	2,838.49	1,800	306.76	732.06	.33
\$1,900.....	75	7,441.76	829.49	3,251.28	1,900	389.44	961.84	.....

Statement on the basis of above data, showing per cent. of gross receipts (average) absorbed for expenses (average) for each grade from \$1,000 to \$1,900 (salary), inclusive, in effect from July 1, 1887.

Grade.	Number of offices.	Average gross receipts per grade.	Average expense per grade, salary and allowance.	Per cent. of gross receipts absorbed for expenses (average).
\$1,000.....	122	\$2,002	\$1,087	54.30
\$1,100.....	252	2,248	1,165	51.87
\$1,200.....	203	2,534	1,294	51.07
\$1,300.....	170	2,842	1,423	50.07
\$1,400.....	254	3,239	1,530	47.24
\$1,500.....	252	3,530	1,665	47.47
\$1,600.....	199	4,564	1,812	39.70
\$1,700.....	176	5,445	1,968	36.14
\$1,800.....	116	6,444	2,107	32.69
\$1,900.....	75	7,442	2,289	30.77

TABLE N.—Statement showing the number of post-offices, and aggregates of gross receipts, box-rents, box-rents and commissions, salaries of postmasters, allowances for separating labor, and the surplus and excess of box-rents and commissions for each grade from \$1,400 to \$1,900 (salary), inclusive, in effect from July 1, 1887.

Grade.	Number of offices.	Four quarters ended March 31, 1887.			Aggregate salaries of postmasters, July 1, 1887.	Aggregate allowances for separating labor.	Aggregate surplus box-rents and commissions.	Aggregate excess box-rents and commissions.
		Aggregate gross receipts.	Aggregate box-rents.	Aggregate box-rents and commissions.				
\$1,400.....	254	\$822,752	\$79,715	\$413,804	\$355,600	\$33,094	\$31,146	
\$1,500.....	252	905,277	90,207	460,937	378,000	41,576	54,497	
\$1,600.....	199	908,148	84,193	435,281	318,400	42,128	67,546	
\$1,700.....	176	1,054,265	109,581	440,723	209,200	47,080	104,768	
\$1,800.....	116	747,533	78,520	329,265	208,800	33,584	84,019	
\$1,900.....	75	558,132	62,212	243,846	142,500	29,208	72,138	
Totals.....	1,072	4,960,107	522,434	2,322,866	1,702,500	228,680	405,014	

Statement showing the number of post-offices and the average of gross receipts, box-rents, box-rents and commissions, salaries of postmasters, allowances for separating labor, and the surplus and excess of box-rents and commissions for each grade from \$1,400 to \$1,900 (salary), inclusive, in effect from July 1, 1887.

Grade.	Number of offices.	Four quarters ended March 31, 1887.			Average salaries of postmasters, July 1, 1887.	Average allowances for separating labor.	Average surplus box-rents and commissions.	Average excess box-rents and commissions.
		Average gross receipts.	Average box-rents.	Average box-rents and commissions.				
\$1,400.....	254	\$3,239.18	\$313.84	\$1,629.15	\$1,400	\$130.20	\$122.14	
\$1,500.....	252	3,820.46	393.68	1,864.83	1,500	164.08	216.26	
\$1,600.....	199	4,563.56	408.31	2,137.69	1,600	211.75	339.43	
\$1,700.....	176	5,444.69	622.62	2,504.10	1,700	267.50	538.45	
\$1,800.....	116	6,444.25	676.95	2,838.49	1,800	306.76	732.06	
\$1,900.....	75	7,441.76	829.49	3,251.28	1,900	380.44	961.84	

Statement on the basis of above data, showing per cent. of gross receipts (average) absorbed for expenses (average) for each grade from \$1,400 to \$1,900 (salary), inclusive, in effect July 1, 1887.

Grade.	Number of offices.	Average gross receipts per grade.	Average expense per grade, salary and allowance.	Per cent. of gross receipts absorbed for expenses (average).
\$1,400.....	254	\$3,230	\$1,530	47.24
\$1,500.....	252	3,830	1,665	43.47
\$1,600.....	199	4,564	1,812	39.70
\$1,700.....	178	5,445	1,984	36.14
\$1,800.....	116	6,444	2,107	32.69
\$1,900.....	75	7,442	2,280	30.77

TABLE O.—Statement showing the salaries paid to the principal clerks in the 82 offices of the first class.

NOTE.—Those marked (†) were appointed by direction of the Postmaster-General, as shown by records in the office of General Superintendent Railway Mail Service.

No.	Office.	Assistant postmaster.	Cashier.	Assistant cashier.	† Superintendent of mails or of mailing division.	Assistant superintendent of mails or of mailing division.	Superintendent city delivery.	Assistant superintendent city delivery.	Superintendent registry division.	Assistant superintendent registry division.	Superintendent money-order division.	Cashier money-order division.
1	New York, N. Y.....	\$3,500	\$3,000		\$3,500	\$2,500	\$3,500	\$2,500	\$3,200	\$2,500	\$4,000	\$2,000
2	Chicago, Ill.....	3,400	1,700	\$1,200	†3,000	1,700	3,000	1,700	2,500	1,700	3,000	2,000
3	Philadelphia, Pa.....	3,400	2,400	1,200	†3,000	1,500	3,000	1,500	2,000	1,200	2,000	1,500
4	Boston, Mass.....	2,500	2,500		†1,800	1,500	2,000	1,500	1,800	1,300	2,000	1,500
5	Saint Louis, Mo.....	3,000	2,500	1,500	†2,800	1,600	2,200	1,600	2,200	1,500	2,200	1,250
6	Cincinnati, Ohio.....	3,000	2,500	1,200	†2,250	1,500	1,800	1,000	1,800	1,200	1,800	1,500
7	San Francisco, Cal.....	3,000	3,000		†1,800	1,600	1,800	1,500	1,500	1,500	2,000	
8	Baltimore, Md.....	2,500	2,000		†2,250	1,500	1,500	1,600	1,600	1,000	1,800	
9	Brooklyn, N. Y.....	2,500	1,700	720	†1,800	1,300	1,300	1,100	1,100	1,000	1,200	
10	Buffalo, N. Y.....	2,300			†1,540	1,540		1,100	1,100		1,250	
11	Pittsburgh, Pa.....	1,700	1,400		†2,000	1,200		1,100	1,100		1,500	
12	Cleveland, Ohio.....	1,800	1,800		†2,000	1,550		1,200	1,200		1,400	
13	Washington, D. C.....	3,000	2,500		†2,000	1,400	2,000	1,400	1,400	1,400	2,000	
14	Detroit, Mich.....	2,500			†1,800	1,500		800			1,700	
15	New Orleans, La.....	2,400	2,400		†1,500	1,500		1,500			1,800	1,100
16	Milwaukee, Wis.....	(2,400)			†1,000	1,050	1,600	1,000	1,200		1,750	1,200
17	Kansas City, Mo.....	2,000			†1,200	1,300	1,300	1,000	1,000		1,350	
18	Rochester, N. Y.....	2,500	1,300	1,200	†1,300	1,300	975	800			1,050	
19	Louisville, Ky.....	2,200	1,700		†1,300	1,200	1,200	1,000			1,600	
20	Saint Paul, Minn.....	2,400			†1,400	1,800	1,800	1,000			1,900	
21	Minneapolis, Minn.....	2,400			†1,000	1,400	1,400	1,000			1,250	
22	Providence, R. I.....	1,800	1,200		†1,200	750	1,200	850			1,700	
23	Indianapolis, Ind.....	2,000	1,500		†1,500	1,250	1,250	720			1,800	
24	Albany, N. Y.....	(2,600)			†1,800	1,240	1,200	1,000	900		1,000	
25	Newark, N. J.....	1,500			†1,100	930	1,200	1,200			970	
26	Denver, Colo.....	1,700	1,400		†1,050		1,000	1,000	900		1,400	
27	Hartford, Conn.....	2,000	1,200		†1,000		1,000	1,000			1,100	
28	Syracuse, N. Y.....	1,600			†1,000		1,000	840	900		1,850	
29	Omaha, Nebr.....	1,500			†1,000		1,000		900		1,200	
30	Columbus, Ohio.....	(2,000)			†1,300	1,100	1,100	1,000			975	
31	Toledo, Ohio.....	2,000			†1,300	1,200	1,200	1,200			1,200	
32	New Haven, Conn.....	1,900	1,600		†1,150	1,000	650	720			900	
33	Richmond, Va.....	(2,000)			†1,400	1,100	1,100	1,000			1,200	
34	Des Moines, Iowa.....	1,200			†1,000	1,000		720			1,000	
35	Atlanta, Ga.....	(2,200)			†1,200	1,200	1,200	1,200	1,050		1,700	
36	Nashville, Tenn.....	1,850			†1,400	1,600	1,300	950	1,200		1,300	
37	Troy, N. Y.....	1,600			†1,200	1,200	1,000	1,000	720		885	
38	Worcester, Mass.....	1,000			†1,300	850	1,000	1,000			960	
39	Memphis, Tenn.....	1,800			†1,400	1,000	800	900			1,000	1,000
40	Portland, Me.....	2,000	†1,800		†1,200			500				
41	Jersey City, N. J.....	1,500			†1,100							
42	Grand Rapids, Mich.....	1,400	1,000		†1,000						900	
43	Springfield, Mass.....	1,000			†875			600			945	

TABLE O.—Statement showing the salaries paid to the principal clerks, etc.—Continued.

NOTE.—Those marked (†) were appointed by direction of the Postmaster-General, as shown by records in the office of General Superintendent Railway Mail Service.

No.	Office.	Assistant postmaster.	Cashier.	Assistant cashier.	†Superintendent of mails or of mailing division.	Assistant superintendent of mails or of mailing division.	Superintendent city delivery.	Assistant superintendent city delivery.	Superintendent registry division.	Assistant superintendent registry division.	Superintendent money-order division.	Cashier money-order division.
44	Peoria, Ill.	1,200					900		460		970	
45	Lowell, Mass.	1,400					900					
46	Saint Joseph, Mo.	1,400					1,040		900		1,140	
47	Dayton, Ohio	1,800			1,000		1,100		600		700	
48	Portland, Oreg.	1,500			1,000		1,300	900	1,100		1,225	
49	Charleston, S. C.	1,800							1,000		1,000	
50	Savannah, Ga.	1,700			1,000	900	1,000		900		950	
51	Topeka, Kans.	1,500					1,000		1,000		1,225	
52	Springfield, Ohio	1,192					870		708		1,070	
53	Trenton, N. J.	1,600					820		820		500	
54	Utica, N. Y.	1,300			1,100		1,050		850		1,015	
55	Galveston, Tex.	1,725			1,000		850		900		1,200	
56	Bridgeport, Conn.	(1,200)					960					
57	Augusta, Me.	1,300			†1,000				700		866	
58	Los Angeles, Cal.	*1,000							600		1,000	
59	Oakland, Cal.	*1,800							850			
60	Wilmington, Del.	1,300					800		750			
61	Lynn, Mass.	1,200							900			
62	Harrisburgh, Pa.	(1,800)					800		900		890	
63	Elmira, N. Y.	†1,200			1,000		1,000		600		815	
64	Binghamton, N. Y.	1,000					900		900			
65	Dallas, Tex.	(1,500)					900		600		1,100	
66	Norfolk, Va.	1,400					960		870			
67	Lincoln, Nebr.	1,100							600			
68	Reading, Pa.	835			900	650	925		600			
69	Allegheny, Pa.	900	800		900				600			
70	Jacksonville, Fla.	1,500			†1,200				800		960	
71	New Bedford, Mass.	*1,400			680				740			
72	Burlington, Iowa	1,600			1,000		1,400		600		600	
73	Dubuque, Iowa	1,700							500		900	
74	Quincy, Ill.	1,400			990		990		990		990	
75	Sacramento, Cal.	1,086			1,469		1,061		810		960	
76	Davenport, Iowa	1,250					850					
77	Seranton, Pa.	1,050							870			
78	Eric, Pa.	1,300			900		950					
79	Rockford, Ill.	780			900				600			
80	Chattanooga, Tenn.	1,420					840		600			
81	Bangor, Me.	1,400									1,100	
82	Wheeling, W. Va.	1,460			†1,300		900	750				

*And superintendent city delivery division.
 †And superintendent money-order and registry division.

‡And superintendent registry division.
 §And superintendent money-order division.

TABLE P.—Statement contrasting the aggregate gross receipts which accrued at offices of the first, second, and third classes for the four quarters ended March 31, 1886, and March 31, 1887, arranged to show amount and increase of receipts, also per cent. of increase by classes; also the number of offices in each class for 1886 and 1887, and the increase and per cent. of increase of offices by classes July 1, 1887.

Class.	Presidential offices.				Aggregate gross receipts at Presidential offices.			
	July 1, 1886.	July 1, 1887.	Increase July 1, 1887.	Increase.	Four quarters ended March 31, 1887.	Four quarters ended March 31, 1887.	Increase four quarters ended March 31, 1887.	Increase.
1.....	75	82	7	Per cent.				
2.....	400	435	35	8.75	\$19,738,060.00	\$21,598,951.00	\$1,859,991.00	9.42
3.....	1,789	1,819	60	2.83	6,267,399.00	6,829,658.00	562,260.00	8.97
	2,244	2,236	92	4.10	6,485,192.58	6,747,552.00	262,359.42	4.05
					32,491,551.58	35,176,162.00	2,684,610.42	8.26

APPENDIX B.

POST-OFFICE DEPARTMENT,
OFFICE OF LAW CLERK,
Washington, D. C., September 20, 1887.

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

This statement covers the leases in effect June 30, 1887.

Very respectfully,

J. W. NICHOL,
Law Clerk.

Hon. W. 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, June 30, 1887.

No.	Office.	State.	Class.	Postmaster's salary, July 1, 1887.	Term of lease.		No. 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	\$675.00		\$9,615.00	\$13,378.27	\$3,763.27		\$45,338.80
2	Idaho	Idaho	1	2,400	Jan. 1, 1885	Jan. 1, 1889	4	900.00		6,560.00	6,319.47	243.53		14,890.14
3	Hot Springs	Ark.	1	2,300	Jan. 1, 1887	Jan. 1, 1892	5	1,200.00		5,614.82	5,614.82	\$370.12		12,966.91
4	Oakland	Cal.	3	3,100	Dec. 1, 1880	Dec. 1, 1891	11	2,000.00		14,210.00	18,169.60	3,959.60		55,677.45
5	Sacramento	Cal.	3	2,000	Apr. 1, 1885	Apr. 1, 1889	4	2,000.00		15,224.00	15,492.44	267.44		45,847.70
6	Stockton	Cal.	2	2,000	Apr. 1, 1882	Apr. 1, 1889	7	1,000		5,871.00	8,385.96	2,514.96		20,347.54
7	Colorado Springs	Colo.	1	3,400	Feb. 1, 1886	Feb. 1, 1891	5	1,000	Fuel and light.	6,903.00	6,903.00	1,002.00		16,648.01
8	Denver	Colo.	1	3,400	July 1, 1886	July 1, 1889	3	600.00		32,530.00	46,602.14	14,062.14		138,753.93
9	do	Colo.	1	2,700	Aug. 12, 1884	Aug. 12, 1888	4	1,000		10,881.00	10,887.83	6.83		25,391.67
10	Leadville	Colo.	1	2,700	Oct. 1, 1885	Oct. 1, 1889	4	800.00	Fuel.	4,160.00	5,140.81	979.81		12,351.53
11	Ansonia	Conn.	2	3,000	July 1, 1885	July 1, 1891	6	1,000.00		4,835.00	4,800.16	34.84		17,132.45
12	Birmingham	Conn.	2	3,000	July 1, 1885	July 1, 1891	6	3,087.50	Fuel	14,755.50	17,502.29	2,746.79		54,775.87
13	Bridgport	Conn.	1	2,000	Oct. 1, 1883	Oct. 1, 1887	4	1,000.00		8,210.00	10,410.07	2,200.07		29,490.49
14	Meriden	Conn.	2	2,000	Apr. 19, 1885	Apr. 19, 1889	4	1,000.00	do	6,375.00	8,033.40	1,658.40		20,477.00
15	New Britain	Conn.	2	2,000	Dec. 1, 1877	Dec. 1, 1887	10	1,500.00	do	7,950.00	8,718.08	768.08		24,035.19
16	Norwich	Conn.	2	2,000	Mar. 1, 1885	Mar. 1, 1889	4	1,800.00	Fuel	8,410.00	9,200.29	790.29		25,334.81
17	Stamford	Conn.	2	2,500	July 1, 1884	July 1, 1888	4	1,000.00	do	5,300.00	7,020.14	1,720.14		17,183.24
18	Waterbury	Conn.	2	2,500	Apr. 1, 1886	Apr. 1, 1890	4	850.00		10,140.00	11,738.69	1,598.69		32,553.96
19	Fargo	Dak.	1	2,600	Jan. 1, 1886	Jan. 1, 1890	4	900.00		9,000.00	8,387.81	612.19		10,570.70
20	Sioux Falls	Dak.	1	2,600	Feb. 1, 1884	Feb. 1, 1888	4	1,000.00		4,800.00	4,166.30	633.70		15,193.58
21	Jacksonville	Fla.	1	3,100	Mar. 1, 1885	Mar. 1, 1889	4	2,600.00		15,970.00	16,000.27	30.27		46,061.57
22	Augusta	Ga.	2	2,500	Feb. 1, 1886	Feb. 1, 1890	4	1,000.00		9,235.00	11,673.73	2,438.73		36,417.94
23	Columbia	Ga.	2	2,500	Oct. 1, 1885	Oct. 1, 1888	4	900.00		5,575.00	6,539.11	964.11		16,367.20
24	Macon	Ga.	2	2,500	Oct. 1, 1885	Oct. 1, 1889	4	900.00		9,500.00	10,194.89	694.89		31,990.06
25	Rome	Ga.	2	2,500	Oct. 1, 1885	Oct. 1, 1889	4	900.00		3,741.27	3,741.27	241.27		9,823.15
26	Rehoboth	Ill.	2	2,000	Oct. 1, 1882	Oct. 3, 1888	6	600.00		3,000.00	3,240.98	240.98		8,098.23
27	Bloomington	Ill.	2	2,000	Oct. 1, 1880	Oct. 1, 1891	11	1,200.00		17,400.00	12,046.31	5,353.69		36,760.10
28	Champaign	Ill.	2	2,000	May 15, 1886	May 15, 1890	4	600.00		3,800.00	4,411.40	611.40		10,431.17
29	Duquoin	Ill.	2	2,000	Jan. 1, 1884	Jan. 1, 1889	5	600.00	Fuel	5,800.00	6,095.50	295.50		14,754.33
30	Decatur	Ill.	2	2,000	July 1, 1884	July 1, 1888	4	800.00		5,600.00	9,351.80	3,751.80		27,493.32
31	Elizabethtown	Ill.	2	2,500	Feb. 20, 1884	Feb. 20, 1888	4	1,500.00		7,500.00	10,810.31	3,310.31		32,849.20
32	Evansville	Ill.	2	2,000	Feb. 1, 1885	Nov. 1, 1889	4	850.00		4,268.00	4,782.49	514.49		11,529.91
33	Freeport	Ill.	2	2,000	Oct. 1, 1885	Oct. 1, 1889	4	600.00		5,600.00	8,103.50	2,503.50		20,875.01
34	Galesburg	Ill.	2	2,000	Oct. 1, 1885	Oct. 1, 1889	4	600.00		8,370.10	8,094.08	276.02		23,915.18
35	Jacksonville	Ill.	2	2,000	Sept. 15, 1877	Sept. 15, 1887	10	600.00		6,622.00	6,828.19	206.19		17,050.57
36	Jobet	Ill.	2	2,000	July 1, 1886	July 1, 1891	5	180.00		3,380.00	4,167.27	787.27		20,075.00
37	Kankakee	Ill.	2	2,000	Mar. 1, 1885	Mar. 1, 1889	4	400.00		3,488.00	4,025.23	537.23		9,707.40
38	Mattoon	Ill.	2	2,000	Mar. 1, 1885	Mar. 1, 1889	4	400.00		3,488.00	3,403.41	84.59		8,035.01

40	Ill.	2,500	Dec. 14, 1885	Dec. 14, 1890	5	925.00	Fuel and light.	5,425.00	0,994.00	1,569.00	16,542.09
41	Ill.	2,100	Dec. 1, 1885	Jan. 1, 1891	8	400.00		8,835.00	4,082.19	2,277.19	9,184.64
42	Ill.	2,400	Jan. 15, 1887	Jan. 15, 1892	5	1.00		4,340.00	5,684.94	1,357.94	18,334.70
43	Ill.	5,200	Apr. 1, 1873	Jan. 1, 1893	4	2,600.00		13,805.00	21,857.74	8,153.74	60,909.07
44	Ill.	3,000	Apr. 1, 1885	Jan. 1, 1890	20	1,500.00		12,625.00	13,044.97	8,379.97	40,843.25
45	Ill.	3,000	Apr. 1, 1885	Jan. 1, 1890	4	1,500.00		9,245.00	13,176.88	8,911.88	40,300.27
46	Ill.	1,800	Jan. 1, 1887	Jan. 1, 1892	4	900.00		2,041.00	2,714.72	940.10	6,737.63
47	Ill.	2,300	Jan. 1, 1885	Nov. 1, 1887	4	800.00		4,650.00	4,869.79	210.79	11,314.72
48	Ill.	2,200	Jan. 1, 1884	May 20, 1889	4	400.00		4,685.00	4,851.78	188.78	10,323.87
49	Ill.	2,100	May 20, 1886	May 20, 1889	3	700.00		3,655.00	4,627.04	202.04	10,758.91
50	Ill.	2,400	July 1, 1880	July 1, 1891	5	12.00		2,917.00	6,079.60	1,501.60	15,247.58
51	Ill.	2,200	Jan. 1, 1880	Jan. 1, 1890	4	1,100.00		4,900.00	8,569.78	1,718.78	10,410.48
52	Ill.	2,700	July 1, 1887	July 1, 1891	5	600.00		5,070.00	4,268.55	586.55	9,537.09
53	Ill.	2,200	Jan. 1, 1887	Oct. 1, 1892	4	500.00		3,455.00	6,273.27	1,408.32	14,104.35
54	Ill.	2,400	Oct. 1, 1885	Oct. 1, 1887	4	600.00		3,455.00	3,619.48	9,394.23	14,104.35
55	Ill.	2,700	Jan. 1, 1885	Jan. 1, 1889	4	1,300.00		7,760.00	8,473.75	95,865.52	1,830,327.75
56	Ill.	2,700	Jan. 1, 1875	Jan. 1, 1891	6	1,300.00		10,500.00	8,116.01	916.01	24,422.03
57	Ill.	2,800	Dec. 15, 1877	Dec. 15, 1891	10	900.00		3,870.00	4,098.10	548.10	10,547.96
58	Ill.	2,200	Feb. 1, 1885	Jan. 1, 1889	4	500.00		4,406.00	4,587.63	151.63	8,163.85
59	Ill.	2,200	Feb. 20, 1886	Dec. 20, 1891	5	200.00		3,200.00	3,648.27	248.27	8,430.95
60	Iowa.	3,000	Jan. 1, 1884	Jan. 12, 1894	10	2,500.00		14,010.00	12,938.26	28.26	96,431.19
61	Iowa.	2,900	Jan. 1, 1885	Jan. 1, 1895	10	1,500.00		8,400.00	12,484.12	4,004.12	17,020.27
62	Iowa.	2,500	Sept. 1, 1883	Sept. 1, 1889	6	1,000.00		4,100.00	4,299.12	1,200.12	9,375.30
63	Iowa.	2,100	Feb. 1, 1885	Feb. 1, 1890	4	600.00		4,050.00	4,270.12	1,020.12	9,375.30
64	Iowa.	3,000	Mar. 15, 1885	Aug. 15, 1889	4	2,000.00	Fuel	19,638.00	32,870.12	1,920.12	40,159.15
65	Iowa.	2,000	Aug. 1, 1885	Aug. 1, 1891	5	200.00		3,350.00	3,639.21	15,393.17	107,723.28
66	Iowa.	2,400	Aug. 1, 1885	Aug. 1, 1891	5	1,200.00		6,150.00	6,615.21	276.21	8,384.59
67	Iowa.	2,600	Oct. 1, 1886	Oct. 1, 1891	5	525.00		7,040.00	7,374.68	334.68	15,503.26
68	Iowa.	2,000	Aug. 15, 1886	Aug. 15, 1891	5	800.00		3,325.00	3,805.98	476.98	22,669.70
69	Iowa.	2,500	Jan. 1, 1875	Jan. 1, 1889	12	1,000.00		6,091.00	7,801.19	1,710.19	19,654.00
70	Iowa.	2,400	May 1, 1883	May 1, 1887	4	1,000.00		5,275.00	6,081.50	708.50	15,098.75
71	Iowa.	2,900	Jun. 1, 1885	Jun. 1, 1891	5	600.00		6,570.00	7,418.21	1,748.21	22,316.66
72	Iowa.	2,900	Jun. 1, 1885	Jun. 1, 1891	5	2,200.00	Fuel and light	9,610.00	12,083.07	3,083.07	37,431.68
73	Iowa.	2,400	Oct. 1, 1885	Oct. 1, 1891	5	250.00		4,825.00	5,457.01	552.01	5,153.99
74	Iowa.	2,800	Feb. 1, 1884	Feb. 1, 1895	4	600.00		8,010.00	10,150.63	677.63	13,392.45
75	Iowa.	2,700	Mar. 15, 1887	Mar. 15, 1892	5	1,200.00	Fuel and light	7,500.00	8,517.72	2,630.63	24,220.75
76	Iowa.	2,200	Aug. 1, 1884	Aug. 1, 1890	4	600.00		7,500.00	8,517.72	2,630.63	24,592.80
77	Iowa.	2,200	July 1, 1884	July 1, 1890	4	180.00		3,245.00	4,350.94	1,210.94	24,538.21
78	Iowa.	2,900	Oct. 1, 1879	Oct. 1, 1889	5	1,000.00	Fuel and light	10,001.00	13,300.59	3,290.59	34,438.19
79	Iowa.	2,400	Dec. 15, 1884	Dec. 15, 1889	4	1,000.00		5,130.00	6,628.07	1,228.81	28,376.05
80	Ky.	2,100	Apr. 1, 1881	Apr. 1, 1892	4	700.00		4,170.00	4,131.78	153.78	13,958.03
81	Ky.	2,300	Apr. 1, 1880	Apr. 1, 1891	5	700.00		3,470.00	4,751.55	621.55	9,692.06
82	Me.	2,500	July 1, 1879	July 1, 1891	2	1,250.00	Fuel	15,265.00	17,275.48	2,700.48	55,391.91
83	Me.	2,500	June 15, 1875	June 15, 1892	2	600.00	Fuel and light.	3,035.00	3,633.51	67.81	17,858.68
84	Mo.	2,000	allowed without a lease.			600.00		3,035.00	3,633.51	578.51	8,125.96

1 Or until completion of Government building.

*\$700 allowed without a lease.

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

No.	Office.	State.	Class.	Postmaster's salary, July 1, 1887.	Term of lease.		No. of years.	Rent per annum.	Fuel and light included in lease.	Total salary and allowances.	Boxes and commissions.	Surplus.	Deficiency.	Gross receipts.
					From—	To—								
90	Annapolis	Md.	3	\$1,900	Apr. 1, 1885	Apr. 1, 1889	4	\$300.00		\$3,250.00	\$2,951.73	\$46.44.35	\$298.27	\$7,478.17
91	Baltimore	Md.	5	5,000	Jan. 1, 1886	Jan. 1, 1891	5	3,000.00		117,305.00	103,748.35	125.00		531,653.43
92	Cumberland	Md.	2	2,000	Apr. 1, 1887	Apr. 1, 1892	5	1,000.00	Fuel and light	4,780.00	4,903.00	135.00		12,094.18
93	Fredrick	Md.	2	2,000	July 1, 1883	July 1, 1887	4	1,000.00	do	4,386.00	4,577.61	191.61		10,965.86
94	Beverly	Mass.	2	2,000	Jan. 1, 1887	Jan. 1, 1892	5	600.00	Fuel	3,300.00	4,199.27	899.27		9,744.90
95	Brockton	Mass.	2	2,700	Oct. 15, 1883	Oct. 15, 1887	4	1,000.00	do	6,110.00	6,233.58	3,113.98		23,372.42
96	Fitchburgh	Mass.	2	2,600	Aug. 15, 1883	Aug. 15, 1887	4	1,000.00	Fuel	6,930.00	8,319.14	1,389.14		23,378.62
97	Greenfield	Mass.	2	2,400	July 1, 1889	July 1, 1891	2	500.00	do	4,810.00	5,377.01	567.01		13,301.76
98	Haverhill	Mass.	2	2,700	Aug. 1, 1886	Aug. 1, 1890	4	1,200.00	Fuel	8,388.00	9,601.18	615.88		30,092.70
99	Holyoke	Mass.	2	2,800	Nov. 1, 1883	Nov. 1, 1888	4	1,100.00	do	7,290.00	10,834.72	3,024.72		26,162.60
100	Lawrence	Mass.	2	2,300	Oct. 1, 1885	Oct. 1, 1889	4	1,800.00	Fuel	10,405.00	10,232.04	5,737.94		26,478.89
101	Lynn	Mass.	2	2,300	Oct. 1, 1885	Oct. 1, 1889	4	800.00	do	4,320.00	5,029.88	699.88		11,662.97
102	Malden	Mass.	2	2,500	Mar. 13, 1886	Mar. 13, 1891	5	900.00	Fuel	5,785.00	6,595.71	810.71		16,441.12
103	Newburyport	Mass.	2	2,600	Apr. 1, 1887	Apr. 1, 1892	5	1,000.00	do	8,470.00	7,151.96	606.96		29,568.53
104	Pittsfield	Mass.	2	2,700	Jan. 21, 1887	Jan. 21, 1892	5	2,300.00	do	8,470.00	9,673.15	1,203.15		27,800.82
105	Salom	Mass.	1	3,300	Oct. 1, 1883	Oct. 1, 1887	4	2,300.00	do	15,065.00	20,738.45	11,043.45		53,951.81
106	Springfield	Mass.	2	2,600	July 18, 1886	July 18, 1890	4	1,200.00	do	7,200.00	7,800.16	600.16		22,626.00
107	Taunton	Mass.	2	2,600	Feb. 1, 1886	Feb. 1, 1891	5	1,200.00	Fuel	4,940.00	7,399.70	2,659.70		19,670.16
108	Waltham	Mass.	2	2,600	Apr. 1, 1886	Apr. 1, 1890	4	600.00	do	4,890.00	6,986.01	2,306.01		17,601.80
109	Westfield	Mass.	2	2,300	Apr. 1, 1886	Apr. 1, 1890	4	3,000.00	Fuel	18,600.00	23,486.20	14,528.20		100,724.92
110	Worcester	Mass.	2	2,600	Apr. 1, 1886	Apr. 1, 1890	4	3,350.00	do	6,040.00	6,102.36	62.36		21,693.76
111	Ann Arbor	Mich.	2	2,600	Apr. 1, 1886	Apr. 1, 1890	4	1,200.00	Fuel	7,870.00	8,774.98	904.98		23,660.07
112	Ann Arbor	Mich.	2	2,600	Apr. 1, 1885	Apr. 1, 1889	4	1,000.00	do	6,780.00	8,387.29	1,607.29		21,118.52
113	Battle Creek	Mich.	2	2,600	Jan. 1, 1885	Jan. 1, 1889	4	1,100.00	Fuel	7,000.00	7,044.71	44.71		25,348.54
114	Bay City	Mich.	2	2,800	Apr. 21, 1886	Apr. 21, 1891	5	1,100.00	do	7,800.00	10,462.54	3,072.54		18,008.30
115	East Saginaw	Mich.	2	2,800	Oct. 1, 1885	Oct. 1, 1889	4	1,000.00	Fuel	5,190.00	6,316.43	1,264.43		16,709.70
116	Flint	Mich.	2	2,600	Apr. 1, 1885	Apr. 1, 1889	4	375.00	do	3,500.00	3,684.45	184.45		8,707.40
117	Hillsdale	Mich.	2	2,600	Jan. 29, 1887	Jan. 29, 1892	5	750.00	Fuel	7,775.00	9,302.40	1,527.40		28,891.55
118	Ionia	Mich.	2	2,700	Jan. 1, 1883	Jan. 1, 1889	4	1,100.00	do	3,950.00	4,210.45	260.45		9,893.83
119	Jackson	Mich.	2	2,700	Jan. 1, 1883	Jan. 1, 1889	4	750.00	Fuel	7,940.00	11,680.75	3,649.75		27,611.45
120	Kalamazoo	Mich.	2	2,700	Jan. 1, 1885	Jan. 1, 1889	4	1,300.00	do	4,455.00	4,629.57	2,048.44		17,013.84
121	Lansing	Mich.	2	2,700	Oct. 1, 1883	Oct. 1, 1887	4	1,100.00	Fuel	4,405.00	4,328.44	2,258.13		18,687.68
122	Manistee	Mich.	2	2,600	Mar. 15, 1884	Mar. 15, 1888	4	600.00	do	5,290.00	7,548.13	2,258.13		20,007.18
123	Marquette	Mich.	2	2,600	Aug. 15, 1885	Aug. 15, 1889	4	300.00	Fuel and light	3,515.00	4,171.02	656.02		20,007.18
124	Ypsilanti	Mich.	2	2,100	May 1, 1885	May 1, 1889	4	5,000.00	do	4,405.00	7,382.04	331.04		20,007.18
125	Minneapolis	Minn.	1	3,200	May 1, 1886	May 1, 1889	3	1,000.00	Fuel	4,100.00	4,732.01	338.01		10,197.10
126	Red Wing	Minn.	2	2,400	Nov. 1, 1885	Nov. 1, 1889	4	1,000.00	do	5,850.00	6,373.41	213.41		10,197.10
127	Rochester	Minn.	2	2,400	Nov. 21, 1885	Nov. 21, 1889	4	1,000.00	Fuel and light	7,000.00	8,474.07	634.07		10,197.10
128	Stillwater	Minn.	2	2,600	Jan. 1, 1887	Jan. 1, 1892	5	1,400.00	do	7,700.00	8,308.04	609.04		21,951.74
129	Waconia	Minn.	2	2,300	Feb. 15, 1887	Feb. 15, 1892	5	430.00	Fuel	4,055.00	4,722.61	667.61		11,515.02

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

No.	Office.	State.	Class.	Post-master's salary, July 1, 1887.	Term of lease.		No. of years.	Rent per annum.	Fuel and light included in lease.	Total salary and allowances.	Boxes and c. m. in station.	Surplus.	Deficiency.	Gross receipts.	
					From—	To—									
181	Troy.....	N. Y.	1	\$1,300	May 1, 1885	May 15, 1890	4	\$7,000.16	Fuel.....	\$21,076.00	\$29,788.76	\$5,712.76	.....	\$96,335.85
182	Watertown.....	N. Y.	2	2,700	Jan. 15, 1887	Jan. 15, 1892	5	1,000.00	.....	7,650.00	7,869.57	216.57	.....	24,034.98
183	Charlotte.....	N. C.	2	2,400	Nov. 10, 1884	Nov. 10, 1888	4	600.00	5,200.00	5,166.17	436.17	\$138.88	14,633.38
184	Washington.....	N. C.	2	2,000	Sept. 1, 1884	Sept. 1, 1888	4	1,300.00	Fuel.....	7,870.00	12,073.15	4,203.15	.....	21,222.51
185	Akron.....	Ohio	2	2,900	July 1, 1885	July 1, 1889	4	1,600.00	do.....	6,550.00	6,567.76	17.76	.....	37,391.92
186	Camden.....	Ohio	2	2,700	May 16, 1885	May 16, 1889	4	1,600.00	do.....	6,500.00	6,651.11	151.11	.....	29,540.34
187	Chillicothe.....	Ohio	2	2,400	April 1, 1885	April 1, 1891	5	2,300.00	Fuel and light.....	26,540.00	38,770.00	11,850.77	.....	133,498.41
188	Columbus.....	Ohio	2	3,200	Oct. 15, 1885	Oct. 15, 1893	10	2,650.00	do.....	10,450.00	4,664.55	6,904.55	.....	222,211.41
189	Dayton.....	Ohio	2	2,100	Jan. 1, 1885	Jan. 1, 1889	4	725.00	Fuel and light.....	3,650.00	4,056.29	401.29	.....	74,151.32
190	East Liverpool.....	Ohio	2	2,100	Oct. 1, 1885	Oct. 1, 1889	4	650.00	do.....	5,900.00	6,391.49	491.49	.....	9,249.31
191	Ellettsville.....	Ohio	2	2,500	Oct. 1, 1885	Oct. 1, 1891	5	600.00	do.....	5,201.00	5,900.00	699.00	.....	17,125.17
192	Hemilton.....	Ohio	2	2,400	Sept. 7, 1885	Sept. 7, 1889	4	600.00	Fuel and light.....	6,200.00	6,554.73	354.73	.....	8,087.70
193	Lima.....	Ohio	2	2,400	Mar. 15, 1884	Mar. 15, 1888	4	1,150.00	do.....	6,250.00	8,069.64	1,819.64	.....	15,998.57
194	Mansfield.....	Ohio	2	2,200	Jan. 1, 1885	Jan. 1, 1889	4	400.00	do.....	4,635.00	4,220.61	414.39	.....	16,415.76
195	Marionetta.....	Ohio	2	2,100	Sept. 20, 1886	Sept. 20, 1891	5	1.00	do.....	3,528.00	4,136.51	608.51	.....	9,654.09
196	Massillon.....	Ohio	2	2,100	April 1, 1887	April 1, 1892	5	500.00	do.....	4,180.00	4,361.54	181.54	.....	10,397.72
197	Mount Vernon.....	Ohio	2	2,400	Oct. 1, 1885	Oct. 1, 1889	4	700.00	do.....	4,894.00	5,068.85	174.85	.....	13,699.25
198	Newark.....	Ohio	2	2,100	Nov. 1, 1885	Nov. 1, 1889	4	550.00	do.....	4,130.00	4,200.95	70.95	.....	9,397.24
199	Norwalk.....	Ohio	2	2,100	Mar. 1, 1886	Mar. 1, 1890	4	350.00	do.....	3,429.00	3,721.12	292.12	.....	9,042.41
200	Paris.....	Ohio	2	2,400	Oct. 1, 1885	Oct. 1, 1889	4	200.00	do.....	3,650.00	5,207.11	1,557.11	.....	13,017.24
201	Plainville.....	Ohio	2	2,400	Sept. 1, 1885	Sept. 1, 1889	4	720.00	do.....	4,310.00	4,965.92	655.92	.....	11,677.29
202	Piqua.....	Ohio	2	2,300	Aug. 1, 1885	Aug. 1, 1889	4	2.00	do.....	3,178.00	4,526.79	1,348.79	.....	11,044.28
203	Salem.....	Ohio	2	2,300	Mar. 15, 1887	Mar. 15, 1892	5	900.00	Fuel.....	13,729.00	20,760.00	7,031.00	.....	66,221.56
204	Springfield.....	Ohio	2	2,400	Feb. 1, 1887	Feb. 1, 1892	5	2,200.00	do.....	4,750.00	5,760.30	1,010.30	.....	13,981.99
205	Stonewyville.....	Ohio	2	2,200	July 1, 1886	July 1, 1891	5	800.00	Fuel.....	4,125.00	4,314.56	199.56	.....	10,429.39
206	Tiffin.....	Ohio	2	3,400	Oct. 1, 1885	Oct. 1, 1891	5	2,850.00	Fuel.....	28,768.00	35,992.33	7,224.33	.....	115,197.43
207	Toledo.....	Ohio	2	2,100	Jan. 1, 1887	Jan. 1, 1891	4	600.00	Fuel and light.....	3,700.00	4,147.30	447.30	.....	9,681.81
208	Troy.....	Ohio	2	2,100	Jan. 8, 1887	Jan. 8, 1892	5	300.00	do.....	4,019.00	4,192.80	173.80	.....	9,098.12
209	Urbana.....	Ohio	2	2,300	Dec. 1, 1886	Dec. 1, 1891	5	400.00	do.....	4,117.00	4,672.80	555.80	.....	11,487.40
210	Wesley.....	Ohio	2	2,300	Jan. 1, 1887	Jan. 1, 1892	5	400.00	do.....	4,250.00	4,690.58	440.58	.....	11,313.65
211	Xenia.....	Ohio	2	2,700	Sept. 1, 1887	Sept. 1, 1891	4	800.00	do.....	6,725.00	8,855.24	2,128.24	.....	26,832.33
212	Zanesville.....	Ohio	2	2,300	Mar. 1, 1885	Mar. 1, 1889	4	800.00	Fuel and light.....	3,601.00	5,050.00	1,449.00	.....	11,406.08
213	Zanesville.....	Ohio	2	2,000	Apr. 1, 1884	Apr. 1, 1888	4	1,300.00	do.....	6,825.00	7,449.17	624.17	.....	22,915.65
214	Salem.....	Pa.	2	2,500	Oct. 1, 1884	Oct. 1, 1888	4	900.00	do.....	5,900.00	6,050.62	150.62	.....	19,770.47
215	Allentown.....	Pa.	2	2,300	May 1, 1886	May 1, 1891	5	700.00	Fuel.....	6,616.00	4,672.46	352.46	.....	11,589.10
216	Allentown.....	Pa.	2	2,300	Nov. 10, 1883	Nov. 10, 1887	4	800.00	Fuel.....	6,200.00	4,692.94	1,370.94	.....	21,506.23
217	Bradford.....	Pa.	2	2,300	Jan. 1, 1885	Jan. 1, 1889	4	350.00	do.....	4,920.00	4,590.33	329.67	.....	11,690.06
218	Chambersburg.....	Pa.	2	2,400	Oct. 1, 1884	Oct. 1, 1888	4	500.00	do.....	4,920.00	6,018.01	1,098.01	.....	15,168.38
219	Chester.....	Pa.	2	1,200	Aug. 15, 1886	Aug. 15, 1891	5	1.00	do.....	1,401.00	1,234.57	166.43	.....	2,560.08

227	Easton	Pa.	1,887	Apr.	1,887	Apr.	1,882	5	4,100.00	6,500.00	6,631.88	101.88	20,762.11
228	Franklin	Pa.	2,200	May	1,885	May	1,881	5	1,000.00	10,900.00	12,001.98	2,101.98	40,660.69
229	Franklin	Pa.	2,200	Apr.	1,885	Apr.	1,880	5	350.00	3,800.00	4,001.98	207.98	10,684.91
230	Hackett	Pa.	2,300	July	1,885	July	1,889	4	975.00	4,075.00	4,412.60	337.60	11,091.54
231	Johnstown	Pa.	2,400	July	1,885	July	1,891	5	750.00	4,075.00	4,412.60	337.60	14,065.25
232	Lancaster	Pa.	2,400	Oct.	1,888	Oct.	1,887	5	2,000.00	9,425.00	11,820.00	2,395.00	35,680.72
233	Lebanah	Pa.	2,400	Apr.	1,881	Apr.	1,887	4	1,000.00	5,755.00	5,755.00	505.00	14,408.13
234	Lock Haven	Pa.	2,200	Mar.	1,881	Mar.	1,888	4	1,000.00	4,140.00	4,762.40	622.40	10,152.01
235	Monaca	Pa.	2,200	Mar.	1,881	Mar.	1,888	4	1,000.00	5,000.00	5,000.00	0.00	16,201.23
236	New Castle	Pa.	2,400	Oct.	1,885	Oct.	1,881	5	700.00	5,474.10	5,474.10	374.10	13,070.87
237	Pittston	Pa.	2,400	Feb.	1,885	Feb.	1,889	5	1,000.00	4,000.00	5,237.17	637.17	18,045.81
238	Pittston	Pa.	2,300	July	1,885	July	1,891	5	650.00	4,656.00	4,960.88	304.88	11,080.00
239	Portville	Pa.	2,400	Apr.	1,885	Apr.	1,889	4	1,200.00	14,576.71	15,153.30	215.30	15,461.13
240	Reading	Pa.	2,100	Apr.	1,880	Apr.	1,889	9	1,200.00	12,430.00	14,275.07	43,395.82	45,624.03
241	Seranton	Pa.	2,600	Jan.	1,885	Jan.	1,889	4	700.00	5,402.00	6,044.00	604.00	13,690.61
242	Thensville	Pa.	2,600	Jan.	1,885	Jan.	1,889	4	700.00	3,966.00	5,392.23	1,426.23	8,965.42
243	Towanda	Pa.	2,500	Jan.	1,884	Jan.	1,888	4	1,000.00	4,800.00	7,110.58	2,310.58	18,053.25
244	Warren	Pa.	2,500	Jan.	1,884	Jan.	1,888	4	1,000.00	5,050.00	5,601.02	551.02	15,190.39
245	West Chester	Pa.	2,500	Mar.	1,885	Mar.	1,889	4	850.00	8,080.00	9,715.61	1,635.61	20,381.04
246	Wilkes Barre	Pa.	2,700	Apr.	1,887	Apr.	1,881	5	1,100.00	10,034.15	10,034.15	2,550.15	30,902.51
247	Williamsport	Pa.	2,500	July	1,884	July	1,888	4	800.00	6,500.00	8,401.40	1,901.40	25,146.30
248	York	Pa.	2,700	Apr.	1,887	Apr.	1,885	1	2,500.00	7,050.00	8,267.36	1,317.36	23,181.21
249	York	Pa.	2,600	Oct.	1,885	Oct.	1,888	4	500.00	9,053.00	13,541.31	4,488.31	41,384.28
250	Carlisle	Pa.	1,500	Jan.	1,884	Jan.	1,888	4	1.00	1,701.00	1,939.70	238.70	4,110.24
251	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
252	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
253	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
254	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
255	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
256	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
257	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
258	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
259	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
260	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
261	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
262	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
263	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
264	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
265	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
266	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
267	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
268	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
269	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69
270	Carlisle	Pa.	1,700	Sept.	1,885	Sept.	1,889	4	1.00	1,701.00	2,433.61	732.61	5,016.69

* Until Government building is ready.

Total rental 209 offices

STATIONS.

Office.	Class.	Postmaster's salary July 1, 1887.	Term of lease.		No. of years.	Rent per annum.	Fuel and light included in lease.	Total salary and allowances.	Box-rooms and commissions.	Surplus.	Deficiency.	Gross receipts.
			From—	To—								
Baltimore, Md.	1	\$5,000	Jan. 15, 1887	Jan. 15, 1892	5	\$850.00		\$117,305.00	\$163,748.35	\$46,443.35		\$331,653.83
West Baltimore								330,837.00	510,150.72	179,263.72		1,632,340.47
Boston, Mass.	1	6,000	Jan. 1, 1885	Jan. 1, 1889	4	1,000.00	Fuel					
Cambridgeport			Nov. 1, 1886	Nov. 1, 1891	5	800.00						
Charlestown			Aug. 1, 1885	Aug. 1, 1889	4	800.00						
Dorchester			July 1, 1884	July 1, 1888	4	600.00						
East Boston			Mar. 1, 1884	Mar. 1, 1888	4	400.00						
East Cambridge			Jan. 1, 1880	Jan. 1, 1890	4	350.00						
Jamaica Plain			Apr. 1, 1887	Apr. 1, 1892	5	500.00	Fuel and light					
North Cambridge			Oct. 1, 1885	Oct. 1, 1890	4	1,000.00	Fuel.					
Roxbury			July 1, 1884	July 1, 1888	4	400.00	Do.					
Somerville			Jan. 1, 1885	Jan. 1, 1889	4	1,000.00						
South Boston			Dec. 1, 1885	Dec. 1, 1889	4	1,050.00						
Station A								99,674.00	141,088.82	41,414.82		463,354.22
Brooklyn, N. Y.	1	4,000	May 1, 1886	May 1, 1891	5	720.00	Fuel and light.					
Greenpoint			Nov. 1, 1886	Nov. 1, 1891	5	635.00	Do.					
Station E			Dec. 1, 1885	Dec. 1, 1889	4	600.00						
Station S								471,001.00	658,148.22	186,548.22		3,180,808.57
Chicago, Ill.	1	6,000	July 1, 1884	July 1, 1888	4	420.00						
Cottage Grove			May 1, 1886	May 1, 1891	5	1,115.03						
Madison Street			May 1, 1887	May 1, 1892	5	2,100.00	Fuel and light.					
North Division			May 1, 1885	May 1, 1889	4	300.00						
Northwest Division			Oct. 1, 1889	Oct. 1, 1891	5	1,300.00	Fuel.					
South Division			Mar. 1, 1886	Mar. 1, 1890	4	1,200.00	Do.					
Southwest Division			Nov. 15, 1890	Nov. 15, 1891	5	1,309.00	Fuel and light.					
Stock-yards			July 1, 1881	July 1, 1885	4	1,000.00						
West Division								48,822.00	87,354.71	38,532.71		294,100.54
Kansas City, Mo.	1	3,700	June 1, 1886	June 1, 1891	5	312.50	Fuel.					
West Kansas City								1,015,334.00	1,447,326.70	431,392.70		4,698,003.34
New York, N. Y.	1	8,000	Feb. 1, 1886	Feb. 1, 1890	4	6,200.00	Fuel as per agreement.					
Station A			May 1, 1884	May 1, 1888	4	2,000.00						
Station B			May 1, 1884	May 1, 1888	4	1,300.00						
Station C			Oct. 1, 1881	Oct. 1, 1888	4	4,500.00						
Station D												

Station E.....	May 1, 1886	May 1, 1886	4	3,000.00	Fuel.				
Station F.....	Jan. 1, 1886	Jan. 1, 1889	4	2,400.00	Do.				
Station G.....	May 1, 1887	May 1, 1892	5	2,900.00	Do.				
Station H.....	May 1, 1884	May 1, 1888	4	2,400.00	Do				
Station J.....	Jan. 1, 1887	Jan. 1, 1892	5	2,000.00	Do				
Station K.....	Oct. 1, 1886	May 1, 1890	3 1/2	1,500.00	Do				
Station L.....	Aug. 1, 1885	Aug. 1, 1889	4	2,100.00	Do				
Station P.....	May 1, 1885	May 1, 1889	4	4,500.00	Do				
Station R.....	May 1, 1884	May 1, 1889	4	600.00	Do				
Station S.....	Oct. 1, 1884	Oct. 1, 1888	4	300.00	Do				
Station T.....	May 1, 1885	May 1, 1889	4	450.00	Do				
Station U.....	Jan. 1, 1887	Jan. 1, 1892	5	450.00	Do				
Philadelphia, Pa.....	1	6,000				317,569.00	524,740.88	207,147.88	1,722,683.42
Station V.....	July 1, 1886	July 1, 1891	5	420.00					
Pittsburgh, Pa.....	1	3,800				72,225.00	113,003.80	40,778.86	358,082.67
Station B.....	June 1, 1886	June 1, 1891	5	250.00	Fuel and light.				
Saint Louis, Mo.....	1	6,000							
North Saint Louis.....	July 1, 1886	July 1, 1890	4	420.00					
South Saint Louis.....	Jan. 1, 1887	Jan. 1, 1892	5	180.00					
San Francisco, Cal.....	1	5,000							
Station A.....	Aug. 1, 1885	Aug. 1, 1889	4	900.00					
Station B.....	July 1, 1886	July 1, 1890	4	1,020.00					
Station C.....	Jan. 1, 1886	Jan. 1, 1890	4	450.00					
Total rental 46 stations.....				60,502.00					

RECAPITULATION.

	No.	Amount.
Total of post-offices.....	289	\$262,871.50
Total of postal stations.....	46	60,502.00
Grand total of offices and stations.....	315	323,373.50

Statement (additional) showing post-offices and postal stations where premises have been leased by the Government since June 30, 1887, up to October 31, 1887.

Number.	Office.	Class.	Postmaster's salary July 1, 1887.	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.	Rental per annum prior to execution of lease.	Increase of rental.	Decrease of rental.							
				From—	To—																		
1	Abilene, Kans.		\$2,100	Sept. 1, 1887	Sept. 1, 1892	5	\$1	Fuel and light	\$3,216	\$3,974.74	\$768.77		\$9,654.48	\$500		\$299							
2	Bath, N. Y.		2,000	July 1, 1887	July 1, 1892	5	500	do	3,300	3,604.01	304.01		8,348.92		500								
3	Bowling Green, Ky.		2,200	Sept. 12, 1887	Sept. 12, 1892	5	50.0	do	4,408.22	3,498.22	908.22		8,288.38		500								
4	Corning, N. Y.		2,100	Mar. 1, 1887	Mar. 1, 1892	5	375	do	4,375	4,208.71	\$166.29		10,273.31	800	175								
5	Corry, Pa.		2,200	June 1, 1887	June 1, 1892	5	350	do	3,750	4,349.77	599.77		9,901.82	350									
6	Danville, N. Y.		2,000	July 1, 1887	July 1, 1892	5	1,450	Fuel and light	3,250	3,500.07	250.07		8,842.58	1,200	350								
7	Douglas, Minn.		2,700	June 15, 1887	June 15, 1892	5	\$1,700	do	8,550	8,801.96	1,251.96		28,272.79	1,200	250								
8	Fitchburg, Mass.		2,600	Aug. 15, 1887	Aug. 15, 1892	5	\$1,000	do	6,100	8,919.14	1,389.14		25,378.62	1,000	300								
9	Fredrick, Md.		2,200	July 1, 1887	July 1, 1892	5	\$1,000	do	4,395	4,577.61	191.61		10,988.86	1,000									
10	Fremont, Ohio.		2,400	July 1, 1887	July 1, 1892	5	400	do	3,477	3,762.62	285.62		8,256.79		400								
11	Hornellsville, N. Y.		2,600	Sept. 15, 1887	Sept. 15, 1892	5	\$250	Fuel and light	5,000	5,633.13	633.13		13,016.50	1,000	700								
12	Joliet, Ill.		2,600	July 1, 1887	July 1, 1892	5	1,200	do	6,322	8,167.27	1,645.27		20,075.09	600	350								
13	Le Roy, N. Y.		2,300	July 1, 1887	July 1, 1892	5	200	do	2,550	3,484.71	934.71		8,270.00	200	200								
14	Mankato, Minn.		2,300	Aug. 10, 1887	Aug. 10, 1892	5	1,100	do	4,711	5,301.59	590.59		12,068.36	500	200								
15	Marion, Ohio.		2,200	July 1, 1887	July 1, 1892	5	400	do	2,800	3,712.52	912.52		8,234.64		400								
16	Muscateine, Iowa.		2,400	July 1, 1887	July 1, 1892	5	\$1,000	do	5,375	6,083.50	708.50		15,094.75	1,000	800								
17	Pueblo, Colo.		2,300	May 1, 1887	May 1, 1892	5	1	do	4,451	5,301.44		149.56	11,277.19	900									
18	Savannah, Ga.		3,200	Dec. 1, 1885	Dec. 1, 1890	5	1,850	do	15,538	21,405.62	5,847.62		66,012.05	2,500	500								
19	Schenectady, N. Y.		2,500	July 1, 1887	July 1, 1892	5	\$1,000	do	8,566	7,201.08	1,345.08		16,950.69	1,000	650								
20	Stanton, Va.		2,400	July 1, 1887	July 1, 1892	5	\$4,500	do	5,159	5,357.39	108.39		14,481.34	4,000									
21	Synanon, N. Y.		3,400	Aug. 1, 1887	Aug. 1, 1892	5	\$600	Fuel and light	2,760	3,851.23	1,061.23		9,909.63	600	400								
22	Tonawanda, N. Y.		2,100	July 1, 1887	July 1, 1892	5	500	do	3,700	4,091.30	391.30		9,081.81	500	150								
23	Troy, Ohio.		2,100	July 1, 1887	July 1, 1892	5	500	do	3,450	3,922.41	472.41		9,129.80	500									
24	Warren, Ohio.		2,100	Aug. 15, 1887	Aug. 15, 1892	5	500	do	3,000	3,542.99	542.99		8,437.85	500	900								
25	Waverly, N. Y.		2,700	June 1, 1887	June 1, 1892	5	1,500	do	6,850	8,276.86	1,386.86		24,347.85	600									
26	Yonkers, N. Y.		2,600	Apr. 1, 1887	Apr. 1, 1892	5	1,500	Fuel and light.	6,650	7,301.35	691.35		21,852.13	1,500									
27	Youngstown, Ohio.		2,600	Apr. 1, 1887	Apr. 1, 1892	5	24,577																
																332,406	510,150.72	177,744.72	1,022,340.47	300	275		
1	Brighton Station, Boston, Mass.		6,000	July 1, 1887	July 1, 1892	5	575	Fuel and light.															
2	Winthrop Station, Boston, Mass.			Sept. 1, 1887	Sept. 1, 1892	5	144										44						

STATIONS.

	1	Oct. 1, 1887		Oct. 1, 1892	400	Fuel and light.		72, 975	118, 003. 88	40, 928. 86	858, 082. 67	250	150
		1	5, 000	July 1, 1887		July 1, 1888	1							1, 000	173, 970	103, 203. 45	70, 766. 55	330, 917. 24
3 West Liberty Station, Pittsburg, Pa.	1												
4 Stations C, Washington, D. C.	1	5, 000	July 1, 1887	July 1, 1888	1	1, 000		173, 970	103, 203. 45	70, 766. 55	330, 917. 24	1, 000	
Total offices and stations, showing thirty-one additional leases executed from June 30, 1887, to October 31, 1887, with total rental of.....													
20, 000													

NOTE.—Offices marked thus * appeared in table furnished to June 30, 1887, showing the rental under the lease then existing.

List of post-offices and postal stations where contracts for leases have been agreed upon but leases not yet executed; showing terms of propositions accepted, salary and allowances, box-rents and commissions, and gross receipts, etc.

Number.	Office.	Class.	Postmaster's salary July 1, 1887.	Term of proposition.		No. of years.	Rent per annum.	Fuel and light included in proposition.	Total salary and allowances.	Box-rents and commissions.	Gross receipts.
				From—	To—						
1	Ansonia, Conn.	3	\$2,300	Date of occupancy.		5	\$4,800	Fuel and light.	\$4,160	\$5,150	\$12,352
2	Ashland, Wis.	2	2,000	Nov. 1, 1887	Nov. 1, 1892	5	1,600		2,900	3,617	8,765
3	Birmingham, Ala.	2	2,000	Oct. 1, 1887	Oct. 1, 1892	5	1,000		10,440	13,378	35,359
4	Bridford, Pa.	2	2,600	Nov. 16, 1887	Nov. 16, 1892	5	850	Fuel	6,800	7,993	21,906
5	Colochee, N. Y.	2	2,300	Oct. 1, 1887	Oct. 1, 1892	5	500		4,875	5,613	12,621
6	Denville, Pa.	2	2,000	Oct. 1, 1887	Oct. 1, 1892	5	500		3,475	3,496	8,145
7	Denison, Tex.	2	2,300	Jan. 1, 1888	Jan. 1, 1893	5	500		5,250	5,263	12,915
8	East Orange, N. J.	2	2,500	Date of occupancy.		5	500	Fuel	4,162	6,317	18,047
9	Englewood, Ill.	2	2,400	Date of occupancy.		5	500	Fuel and light.	4,142	5,654	13,785
10	Galesville, Tex.	2	2,200	Nov. 15, 1887	Nov. 15, 1892	5	12	Light.	2,712	3,700	8,318
11	Hutchinson, Kans.	2	2,200	Date of occupancy.		5	1		2,550	4,103	10,372
12	Lancaster, Pa.	2	2,900	Oct. 1, 1887	Oct. 1, 1892	5	12,000		9,420	11,821	35,690
13	Lansport, Ind.	2	2,400	Nov. 15, 1887	Nov. 15, 1892	5	11,200	Fuel and light.	6,000	6,272	14,359
14	Los Angeles, Cal.	1	3,200	Mar. 1, 1887	Mar. 1, 1892	5	300		16,791	24,869	68,167
15	Marvsville, Cal.	2	2,100	July 1, 1887	July 1, 1892	5	350		3,450	3,919	8,793
16	Melrose, Mass.	2	2,100	Oct. 1, 1887	Oct. 1, 1892	5	350		2,800	3,631	9,376
17	Natchez, Miss.	2	2,500	Apr. 1, 1887	Apr. 1, 1890	3	1,000		3,745	4,260	10,189
18	North Adams, Mass.	2	2,500	Oct. 15, 1887	Oct. 15, 1892	5	1,000	Fuel and light.	5,200	6,910	17,627
19	Northampton, Mass.	2	2,500	July 1, 1887	July 1, 1892	5	400	Fuel	4,890	6,677	17,477
20	Oak Park, Ill.	2	2,200	July 1, 1887	July 1, 1892	5	600	Fuel and light.	3,100	3,907	10,459
21	Oakdale, N. Y.	2	2,200	Mar. 1, 1888	Mar. 1, 1893	5	350		4,150	4,416	10,559
22	Ohl City, Pa.	2	2,400	Jan. 1, 1887	Jan. 1, 1892	5	350		4,810	5,005	13,563
23	Palmer, Ohio	2	2,400	Oct. 22, 1887	Oct. 22, 1892	5	427.8		3,975	5,207	13,617
24	Paris, Texas.	2	2,000	Sept. 1, 1887	Sept. 1, 1892	5	240		3,340	3,782	8,727
25	Peekin, Ill.	2	2,300	Oct. 1, 1887	Oct. 1, 1892	5	500		3,800	3,679	8,727
26	Sagamaw, Mich.	2	2,300	Sept. 1, 1887	Sept. 1, 1892	5	525	Fuel and light.	4,942	4,942	11,032
27	Springfield, Mass.	2	3,300	Oct. 1, 1887	Oct. 1, 1892	5	12,500	Fuel	15,850	20,738	62,352
28	Vincennes, Ind.	1	2,250	Jan. 1, 1888	Jan. 1, 1893	5	11		3,001	4,387	10,566
							17,660				

STATIONS.									
1	Cambridge Station, Boston, Mass.....	1	6,000	Date of occupancy	5	700	Fuel and light	510,151	1,622,846
2	Revere Station, Boston, Mass	1	4,000	Date of occupancy	5	150	Fuel and light	141,089	403,354
3	Station W, Brooklyn, N. Y	1		Date of occupancy	5	2,000			
Total, 23 post-offices and 3 stations where propositions for leases have been accepted, showing total rental of						2,850			
						20,510			

NOTE.—At offices marked thus † leases were in existence June 30, 1887, at rentals as recorded in large table. At offices marked thus * the sum of salary and allowances does not include the sum of increase in rental, as date from which new rental commences is unknown at present.
 † Increase of rental from \$900 to \$900, consequent upon securing additional room.

List of post-offices which were raised to the second class July 1, 1887, for which provision, either by lease or rental allowance, has not yet been made, showing postmaster's estimate of what provision will be necessary for them; also showing present allowances, box-rents and commissions, and gross receipts.

Number.	Office.	Class.	Postmaster's salary July 1, 1887.	Postmaster's estimate of allowances needed for—			Present allowances for—				Total salary and allowances	Box-rents and commissions.	Gross receipts.
				Rent.	Fuel.	Light.	Rent.	Fuel.	Light.	Clerk-hires.			
1	Aberdeen, Dak	2	\$2,000	\$200	\$80	\$20				\$600	\$2,600	\$3,648	\$9,057
2	Amesbury, Mass	2	2,000	300	20	40				500	3,500	3,660	8,232
3	Columbia, Mo	2	2,000	480	22	25				400	2,400	3,452	8,122
4	Columbus, Ind.	2	2,000	150	25	84				600	2,600	3,819	9,546
5	Findlay, Ohio	2	2,100	500		*6				540	2,640	3,829	9,146
6	Garden City, Kans.	2	2,200	480	50	25				1,100	3,300	4,031	10,964
7	Ironton, Ohio	2	1,100	360	50	60				1,200	3,300	3,782	9,063
8	Mount Pleasant, Iowa.	2	2,000	500		*175				1,000	3,000	3,621	8,759
9	Muncie, Ind.	2	2,000	200	40	25				500	2,500	3,420	8,103
10	Norwich, N. Y.	2	2,000	400	30	100				500	2,500	3,723	8,552
11	Oneonta, N. Y.	2	2,200	400	100	100				825	3,025	4,018	10,066
12	Pasadena, Cal	2	2,000	600	50	200					2,000	3,653	8,501
13	Penn Yan, N. Y.	2	2,000	270	30	60				700	2,700	3,885	8,782
14	Pottstown, Pa.	2	2,100	600		*100				400	2,500	4,092	9,528
15	Rapid City, Dak.	2	2,000	500	50	150				1,200	3,200	3,673	8,200
16	Red Bluff, Cal.	2	2,100	360	48	144					2,100	4,013	9,030
17	Ronoke, Va.	2	2,000	436	75	80				1,000	3,000	3,585	8,625
18	Saint Augustine, Fla.	2	2,000		50		(†)	(†)	(†)		2,000	3,479	8,022
19	San Bernardino, Cal.	2	2,000	600		*240				400	2,400	3,417	8,149
20	Santa Fé, N. Mex.	2	2,000	600		*125				1,680	3,680	3,731	8,275
21	South Framingham, Mass.	2	2,000	300	120	120				162	2,162	3,552	8,099
22	Spokane Falls, Wash.	2	2,000	900	105	90				700	2,700	3,544	8,432
23	Wallingford, Conn.	2	2,100	(‡)	(‡)	(‡)				700	2,800	3,595	9,237
24	Watertown, Wis.	2	2,000	500	95	35				900	2,900	3,526	8,045
					2,636								

At offices marked *, estimate embraces both fuel and light.
† Government building.
‡ No estimate furnished.

List of post-offices which were raised to the second class July 1, 1887, etc.—Continued.

RECAPITULATION.

Items.	No. of offices.	Allowance for rent, fuel, and light.	
		Total amounts.	Aggregate amounts.
Total number of offices leased	303		
Aggregate allowed at above offices (303) whereat leases are in operation		\$285,729.50	\$285,729.50
Number of offices whereat allowances are made for rent, fuel, and light.	102		
Aggregate allowed for rent, fuel, and light at above offices (102)		61,656.00	
Aggregate allowed for fuel and light at offices where amounts for fuel and light are not included in lease		60,338.00	
Aggregate of annual allowances for rent, fuel, and light, as above stated.			121,994.00
Number of new (July 1, 1887) second-class post-offices whereat contracts for leases are pending	5		
Aggregate amount allowed under said contracts		2,490.00	2,490.00
Number of stations whereat leases are in operation	50		
Aggregate allowed for rent, fuel, and light at above stations (50)		62,021.00	
Number of stations whereat contracts for leases have been approved.	3		
Aggregate amount involved in said contracts (3)		2,850.00	
Aggregate allowed for rent, fuel, and light under leases at stations (53).			65,471.00
Number of stations whereat annual allowances for rent, fuel, and light are made	94		
Aggregate allowed for rent, fuel, and light at above stations (94)		20,987.00	20,987.00
Number of new second-class offices whereat allowances for rent, fuel, and light are under consideration	20		
Amount (estimated) required for rent, fuel, and light at above offices (20)		10,000.00	10,000.00
Number of offices whereat contracts for leases have been made	10		
Aggregate amount involved under said contracts for rent, fuel, and light		7,859.00	
Aggregate amount of allowances for rent, fuel, and light heretofore made for said offices		6,164.00	
Additional amount required to complete contracts (10) as above stated			1,695.00
Grand total for rent, fuel, and light October 31, 1887			518,366.50

APPENDIX C.

INQUIRY INTO THE PROPER ORGANIZATION OF POST-OFFICES AND CLERICAL ALLOWANCES.

ROOMS OF POST-OFFICE COMMISSION,
POST-OFFICE DEPARTMENT,
Washington, October 25, 1887.

Hon. WILLIAM F. VILAS,
Postmaster-General:

SIR: The undersigned, commissioners designated in your order No. 89, dated May 8, 1887, to investigate the public service in the first and second class post-offices of the United States, and to formulate a uniform system of classification and compensation therein, have the honor to submit the following report:

The order above referred to seems to indicate five distinct lines of inquiry, which may be arranged as relating to—

- First.—Employments: (a) Character, (b) measure, (c) value.
- Second.—Employés: (a) Capacity, (b) time, (c) compensation.
- Third.—Organization: (a) Supervision, (b) operation, (c) cost.
- Fourth.—Classification: (a) Employments, (b) compensation, (c) post-offices.
- Fifth.—Statistics: (a) Quality, (b) quantity, (c) arrangement.

(1) *Employments*.—"An analytical inquiry into the nature and character of the work of every kind required to be performed for the proper conduct of the public business at post-offices." "The differentiation and definition of the various subjects of clerical service with reference to the quantity of man power necessary to performance," in order to "fix a unit of measurement, in quantity and in time, by which the clerical labor may be awarded" for each specific duty. That is to say:

- (a) As to character or variety of operations.
- (b) As to measure of bulk, and of requisites to accomplishment.
- (c) As to value in their dependence upon security, skill, and dispatch.

(2) *Employés*.—"An analytical inquiry into the best means of measuring the services of officers and clerks, in such post-offices, necessary to the performance of those duties." The commissioners are directed to inquire "not so much into the necessary amounts requisite for the proper discharge of the public business at such offices as into the principles by which measurement of the force adequate to their needs may be discovered and formulated;" to "ascertain and prescribe, uniformly as far as possible, and specifically indicating necessary exceptions, a system of proper arrangement of the officers and clerks," etc. They are to give latitude "to the variations arising from difference in business capacity and power of administrative performance in different men." In other words to inquire:

- (a) As to capacity or skill of employés.
- (b) As to time (duration) and order of time proper for daily tours of duty.
- (c) As to compensation for service rendered.

(3) *Organization*.—"They shall ascertain and prescribe, uniformly as far as possible, and specifically indicating necessary exceptions, a system or arrangement of the proper officers and clerks, with proper classification of their duties and pay, to the end that, upon the reports and returns to be made in such manner as shall be devised and determined, a just and proportionably equal allowance may be made to the several post-offices, according to the labors and duties devolving upon each respectively." That is, to devise rules:

- (a) For uniform supervision, management, custody of properties, etc.
- (b) For uniform operation, in order that similar occupations and duties may, in all offices, receive analogous designation, rank, and compensation.
- (c) For uniform cost of service (based upon amount of labor and responsibility) in offices of similar grade.

(4) *Classification*.—"To prescribe a system or arrangement of the proper officers and clerks with proper classification of their duties and pay," which seems to carry with it a grouping of the offices, etc. That is to say:

- (a) To classify employments, locating together in the same group such only as are homogeneous in their character.

(b) To classify compensations, awarding similar pay for services which require equal skill, or ability, celerity, strength, or responsibility, as the case may be.

(c) To classify (grade) post-offices into groups in which transaction, employes, revenues, are similar in number or amount and in character.

(5) *Statistics*.—Of “the nature and character of the work of every kind to be performed for the proper conduct of the public business at post-offices of the first and second classes, and the best means of measuring the services of officers and clerks, and the best methods of securing discriminating and accurate returns of the work performed.” That is:

(a) As to quality (character) of work, measure of skill, celerity, physical strength, or financial responsibility requisite to its performance.

(b) As to quantity of such work within a given period which should be required of employes of a given average standard of capacity.

(c) As to arrangement of employments and employes into a systematic and harmonious whole, and the tabulation of the same.

In compliance with said order, and in pursuance of its intent, our interpretation of which is above set forth, your commission entered upon its duties on the 10th day of May last, and it has devoted its entire time to the work in hand until the present date. During the last four months the members of the commission have personally inspected, and have obtained reports and statistics in relation to the organization and management of the post-offices at New York, Chicago, Philadelphia, Boston, Saint Louis, Cincinnati, Baltimore, Pittsburgh, Milwaukee, Saint Paul, Buffalo, Hartford, New Haven, and very many other first as well as second class post-offices.

The reports thus obtained are herewith placed at your disposal. Their details are too varied and prolix to be embodied in this report.

NOMENCLATURE.

The technical nomenclature used in post-offices is heterogeneous in character, and in many cases neither elegant nor expressive. The words department and division are used interchangeably and indiscriminately; in some offices the chief groupings of labor being called departments, and the subordinate or inferior divisions, while in other division is the principal word and department is applied to the most insignificant sections or subdivisions of groups. In some cases the employes assume titles not warranted by regulation nor by the character of their service; such as general superintendent, superintendent, chief, etc., each vying with the other in the struggle to dignify his position with the most high-sounding title.

Your commission deems it a duty to recognize at the outset a uniform system of nomenclature, composed of terms short, expressive, and well adapted to their uses, and to suggest that all post-office employes be required to adopt said system. Your attention is respectfully called to the following definitions of the leading terms referred to above, and to their significations as used in this report, a use which has found place in many of the best managed post-offices:

Department: Defined as “one of the principal divisions of executive government,” ought not to be permitted in the nomenclature of post-offices or other subordinate branches or bureaus of Government organization.

Division: “The portion separated by the dividing of a mass,” commends itself as describing the principal groups into which post-office operations are separated.

Section: “A distinct part of a class,” (or division) is the word best adapted to represent the secondary or subordinate groups into which the primary are subdivided.

Crew: “A company,” etc., “the seamen belonging to a vessel,” etc., seems well adapted to designate the grouped employes of a section.

Squad: “A small party,” may be used to convey the idea of the petit groups into which a crew is divided.

Superintendent: “One who has the oversight and charge of something, with the power of direction,” is the word best adapted to describe the chiefs of division.

Foreman: “The chief of a set of hands, or an overseer,” therefore, “the chief of a crew” (like the sergeant in a military company) is an employe next subordinate to him, who has “the power of direction,” and is, therefore, properly applied to the chiefs of sections or secondary groups.

Staff: “A corps of executive officers connected with some large establishment, who act in carrying out its designs,” is more appropriate, as being more comprehensive than “executive,” as a designation of section A of the first division of a post-office. Staff includes executive, treasury, supplies, etc.

Finance: “Revenue,” should be the title of section B of the first division, which should embrace every transaction relating to the receipt, custody, and disbursement of moneys, auditing of accounts, etc.

* The term “general superintendent” should not be permitted.

Grade: "A step or degree in any series, rank, or order," is more appropriately applied to the status of a post-office, as developed by the number or cost of its transactions or the number of its employes, than "class," which is applied to groups with distinct and fixed boundaries and inflexible characteristics.

Tour: "Anything done successively, or by regular order; a turn," is a military term which is in common use in many post-offices to designate the consecutive hours of daily duty assigned to each crew or group of employes. The word is short and expressive, and may be adopted as convenient for general use in the post-office vocabulary. It answers to the word relief (military), relay (stage coach), shift (mining), turn, etc. The daily tours of duty are usually three of eight hours each.

Sort: "A kind or species; any number or collection of individual things characterized by the same or like qualities," is properly applied to portions of mail matter which have been divided into separate lots for convenience of distribution or of dispatch to different localities.

Sortation: To the business of sorting or separating into such lots, and

Sorter: To the person who performs the work of sortation, while

Distribute: "To divide among several," defines the work of subdividing the sorted or separated lots, and of placing their units into individual or alphabetical boxes or drawers.

Distributor and distribution are used to designate the person who distributes, and the work of distributing, the individual pieces of mail matter into their final receptacles.

Separator and separation are used in the same sense as sorter and sortation.

ORGANIZATION OF POST OFFICES.

The development of an operative system of post-office organization must, in logical sequence, progress through five distinct stages, which for convenience may be denominated divisions.

These divisions may be classified advantageously and harmoniously as (1) staff, (2) dispatch, (3) delivery, (4) registry, (5) money-order, to one or another of which may be assigned legitimately every species of transaction appertaining to, or properly performed in, a local or inland post-office.

First (staff) division.—To the staff division belongs the duty of general supervision and management, the receipt and disbursement of moneys, the custody and repair of properties, and the furnishing to the public of general information of postal import.

The local post-office can not be opened for the transaction of business with the public until after the more or less complete organization of this division. It is therefore the framework of the structure, and the first in order of numerical sequence. It naturally subdivides itself into the following sections: Section A, executive; Section B, finance; Section C, equipment; Section D, directory.

Section A is supervisory, and to it appertain general oversight, management, custody of rooms or buildings, correspondence, and the making up of records and reports.

Section B is financial. To it appertain the receipt, custody, and disbursement of funds, the auditing of accounts, and the recording of all monetary transactions. It embraces the duties of the treasurer, the cashier, the auditor, the postmaster, and the financial secretaries of other establishments.

Section C comprises whatever relates to the procurement and custody of supplies, the repair of furniture and equipments, the arrangement of partitions and screens, etc. It corresponds to the quartermaster's bureau in military organizations.

To Section D (in many offices improperly designated "the inquiry division") belongs the labor of deciphering blind addresses, the furnishing of information to the public in regard to location of post-offices, and the proper addresses for mail matter, in regard to postal laws, regulations, and rulings, and the answering of inquiries in relation to the operations of the post-office establishment. It corresponds to the "bureau of information" of railway companies.

Second (dispatch) division (sometimes denominated the mailing division).—A post-office having been authorized, and quarters obtained therefor, in a community previously destitute of postal facilities, and a first division, more or less complete, having been organized, the next progressive step is obviously the opening of the post-office to the public for the transaction of its legitimate business, the first of which is the collecting of letters and packets, and their dispatch to the persons addressed. Obviously this service should be performed through the agency of a second, or dispatch, division, whose labor, for convenience of operation, is most naturally divided into two sections, viz: Section A, letter dispatch; Section B, packet dispatch.

Two other sections are sometimes recognized in the largest post-offices, the first of which is variously denominated the "foreign department," the "foreign division," etc., and the second the "newspaper department," the "newspaper and periodical

department," etc. In the offices of Chicago and Boston an unnecessary expense aggregating \$4,000 per annum is sustained by the Government in order that these subdivisions of the dispatching service may sport the dignity of separate bureaus or departments. All outgoing mail matter, whether addressed to foreign or domestic post-offices, and whether consisting of letters, papers, books, packages, parcels, or simply articles with address-tags attached, is properly assignable to either the letter or packet section, and legitimately belongs to the dispatch division.

We earnestly recommend that all such petit bureaus be prohibited, and that postmasters be instructed that all outgoing and transit mail matter of every description be placed in the custody and under the direction of the superintendent of mails.

To Section A may be assigned conveniently all letters, postal cards, and other matter entitled to transportation at letter or first-class rates, and possibly also all circulars or other matter inclosed in unsealed envelopes.

To Section B should belong all matter inclosed in wrappers, boxes, bags, or packages of every description (including periodicals and books) entitled to transportation at less than letter rates.

Third (delivery) division.—Next in order of natural sequence is the transmission to, and receipt at, the new post-office of replies (letter or packet) to letters dispatched through its agency. The labor of distribution and delivery of this matter to the persons addressed logically belongs to a third, or delivery, division. This labor naturally subdivides itself into three sections, viz, office, carrier, and special delivery, but for convenience of classification and operation we add another section, viz: Station (branch office) delivery.

The delivery service, then, is subdivided into Section A, office delivery; Section B, carrier delivery; Section C, station delivery; Section D, special delivery.

To Section A should be assigned the delivery of all mail matter addressed to the general delivery ("*poste restante*") and box sections within the post-office; to Section B, all matter proper to be delivered outside the post-office, at residences, hotels, boarding-houses, places of business, etc.; to Section C, all which can most conveniently be delivered through the intermediate agency or branch or subordinate post-offices; and to Section D, all which bears stamps entitling it to immediate delivery by special messenger.

Fourth (registry) division.—When, after long experience with a system, or establishment, organized as above set forth—a system practically complete in itself—it has been found that unavoidable losses of letters and packets in transit occur from time to time, some scheme seems necessary for insuring greater security to valuable letters and packets, the expense of which can only be covered by an additional tax upon the sender, a fourth, or registry, division is in natural sequence organized, the province of which is, by means of records and receipts, to be kept and exchanged by special custodians and messengers, to throw additional safeguards around the custody and transportation of valuable matter. This division, like the second, naturally subdivides itself into Section A, letter registry; Section B, packet (or merchandise) registry.

Fifth (money-order) division.—When, notwithstanding an immense reduction in the number and value of letters lost while in the custody of the agents of the Post-Office Department, as the result of the establishment of the registry system, it is found that occasional losses of money continue to occur, for which restitution is, at least, impracticable or unprovided for, an additional adjunct scheme is devised for greater security in the transmission of money through the mails by means of drafts or checks of one specially designated post-office upon another, through which means loss is rendered theoretically impossible. (To this device or scheme is subsequently added a minor form of check called a postal note, for which a smaller fee or tax is exacted, in consideration of the assumption, by the sender, of the risk of its loss or destruction after issue.) This organization is called the "money-order system," and in the local post-office naturally constitutes the "fifth (money-order) division," which is conveniently subdivided into Section A, domestic money-order; Section B, international money-order; Section C, postal note.

EMPLOYÉS.

In great post-offices, in which, by reason of the vast number of annual transactions, the employment of a large operative force becomes necessary, it is possible so to subdivide and classify employments that each employé may be permanently and constantly assigned to some specific duty, thereby contributing greatly to excellency of service as well as economy of management.

In descending the scale it becomes necessary to reduce the number of the operatives and to merge or combine duties and employments, likewise to reduce the compensation of many in a measure proportionate to the reduced measure of supervisory or financial onus and the operative skill required.

Recurring to the first division, the following-named employés find, or may find, in our opinion, a logical demand for their services in post-offices in which the amount of matter handled necessitates the employment of a very large corps of operatives.

EMPLOYÉS OF SECTION A (FIRST DIVISION).

- (1) The assistant postmaster, who is, next to the postmaster, the chief executive officer, with general supervision over the whole business of the first division as well as of the post-office.
- (2) Secretary.
- (3) Stenographer.
- (4) Recorder; clerk and book-keeper in charge of records, files, statistics, correspondence, official orders, bulletins, etc.
- (5) Messengers; duties as designated.
- (6) Janitors; duties as designated.
- (7) Watchmen; duties as designated.
- (8) Firemen; duties as designated.
- (9) Laborers; duties as designated.

EMPLOYÉS OF SECTION B (FIRST DIVISION).

- (1) Accountant (auditor); in charge of section, of financial transactions, and audit of accounts.
- (2) Book-keeper; records financial transactions and assists accountant.
- (3) Cashier; in charge of receipt, custody, and disbursement of moneys.
- (4) Assistant cashier (same as cashier).
- (5) Salesmen of stamps, envelopes, postal cards, etc.
- (6) Collectors of postage on second-class matter.
- (7) Collectors of under-paid postages.
- (8) Collectors of box rents.
- (9) Miscellaneous; sales of waste paper, etc.
- (10) Stamp agents.
- (11) Messengers.

EMPLOYÉS OF SECTION C (FIRST DIVISION).

- (1) Foreman of repairs; the workman in charge.
- (2) Stock clerk.
- (3) Supply clerk.
- (4) Printers.
- (5) Pressmen.
- (6) Mechanics (cabinet-makers, pouch repairers, etc.).
- (7) Laborers.

EMPLOYÉS OF SECTION D (FIRST DIVISION).

- (1) Foreman; in charge of public information.
- (2) Assistant foreman (same as above).
- (3) Clerks; in charge of inspector's cases, unmailable matter, unclaimed mail, unaddressed matter, forwarded matter, nixes, etc.
- (4) Messengers.

EMPLOYÉS OF SECTION A (SECOND DIVISION).

- (1) Superintendent; in charge of division.
- (2) Assistant superintendent.
- (3) Stenographer; in charge of correspondence, orders, etc.
- (4) Foremen.
- (5) Operatives, graded, viz: Separators, or sorters, helpers, distributors, mail openers, mail closers, pouch examiners, stampers, dispatchers, etc.
- (6) Porters.
- (7) Laborers.

EMPLOYÉS OF SECTION B (SECOND DIVISION).

- (1) Foremen.
- (2) Operatives (as in Section A).
- (3) Porters.
- (4) Laborers.

EMPLOYÉS OF SECTION A (THIRD DIVISION).

- (1) Superintendent; in charge of division.
- (2) Assistant superintendent.
- (3) Recorders.
- (4) Foremen.
- (5) Operatives, graded, viz: Separators, or sorters, distributors, searchers, forwarders, window clerks, stampers, etc.

EMPLOYÉS OF SECTION B (THIRD DIVISION).

- (1) Assistant superintendent; in charge of carrier service.
- (2) Recorders.
- (3) Foremen.
- (4) Operatives (as in Section A).
- (5) Carriers.
- (6) Collectors.

EMPLOYÉS OF SECTION C (THIRD DIVISION).

- (1) Assistant superintendent; in charge of branch offices.
- (2) Chief clerks at branch offices.
- (3) Operatives (as in other sections).

EMPLOYÉS OF SECTION D (THIRD DIVISION).

- (1) Foreman; in charge of special (messenger) delivery.
- (2) Record clerks.
- (3) Messengers.

EMPLOYÉS OF SECTION A (FOURTH DIVISION).

- (1) Superintendent; in charge.
- (2) Assistant superintendent.
- (3) Foremen.
- (4) Clerks, graded, viz: Registers, recorders, pouchers, checkers, openers, stampers, mailing and delivery clerks, etc.
- (5) Watchmen.

EMPLOYÉS OF SECTION B (FOURTH DIVISION).

- (1) Foreman.
- (2) Clerks (as in first section).

EMPLOYÉS OF SECTION A (FIFTH DIVISION).

- (1) Superintendent; in charge of division.
- (2) Assistant superintendent.
- (3) Cashier; receives and disburses only.
- (4) Issuing clerks.
- (5) Examiners of orders for payment.
- (6) Recorders; files, records, reports, and weekly statements.
- (7) Advice clerks.
- (8) Messengers.

EMPLOYÉS OF SECTION B (FIFTH DIVISION).

- (1) Chief international clerk, in charge.
- (2) Issuing clerks, examiners, recorders, and messengers (as in Section A).

EMPLOYÉS OF SECTION C (FIFTH DIVISION).

- (1) Chief postal-note clerk, in charge.
- (2) Issuing clerks, examiners, recorders, and messengers (as in Sections A and B).

NOTE.—The mailing, city delivery, registry, and money-order service of branches should be under the immediate charge of the respective superintendents at the chief office.

UNIT OF SERVICE.

It is impossible, in the estimation of your Commission, to establish a uniform unit of measurement of service. In each division a different unit must be recognized, and it is scarcely within the range of mathematical science to reduce them to a common unit or denomination. The unit of expense of supervision must depend largely upon the number of employes, the size and arrangement of the post-office building, and the facilities furnished by the Government.

Supervision as well as operation is much more economical in a building of ample size, where all the business is transacted upon a single floor, well lighted and ventilated, and in which each division has ample screen-enclosed space, located in the most convenient juxtaposition with other divisions, and with the lobbies, and having exits and entrances abundant and convenient, than it is upon two or three floors, in a scant, dark, and ill-ventilated edifice, where the divisions are uncomfortably difficult of access to each other and to the lobbies, entrances, and exits.

In the first or staff division the data which we have obtained indicate that the aggregate compensation of employes in offices of the first class averages about 2½ per cent. of the gross receipts, or of 1 per cent. per employé, averaging the salaries of the division at \$1,000 each.

A basis of expense such as this is not founded absolutely upon correct mathematical or logical principles, but it approximates thereto, and may be used as a temporary expedient until greater experience shall have developed a more satisfactory unit of measurement. Probably hereafter the proper cost of staff service, and of an equitable compensation to postmasters likewise, may be arrived at with a reasonable degree of accuracy by using a certain fixed percentage of the aggregate cost of the service in the other four divisions.

In the second division the statistics go to show that the average annual labor capacity of each employé in large offices should be the handling of not less than 1,400,000 pieces of original or transmittal; in the third division not less than 1,200,000 pieces delivered in the city, (exclusive of labor of carriers); in the fourth division, about 45,000 pieces of registered matter dispatched, delivered, and handled in transit; and in the fifth division, 30,000 completed transactions.*

These figures are for offices where a heavy force is employed. The average capacity of the employé decreases and the total number of employes required increases in the ratio of the decrease in the aggregate annual number of transactions of an office.

Below we give in diagram form an illustrative model of the service of an office the number and the cost of compensation of whose employes is fixed upon the basis above set forth:

Model of post-office.

[Gross receipts, \$1,000,000. Transactions as hereinbelow stated.]

Divisions of service.	Annual labor capacity.			Units employes.		Aggregate cost of service.
	Per unit of service.		Total.	Number.	Average compensation.	
	Measure.	Character.				
(1) Staff.....	Percent. of gross receipts.	Variable.....	Indefinite.	25	\$1,000	\$25,000
(2) Dispatch.....	1,400,000	Pieces handled.....	112,000,000	80	850	68,000
(3) Delivery.....	1,200,000	do.....	84,000,000	70	825	57,750
(4) Registry.....	45,000	do.....	540,000	12	900	10,800
(5) Money-order....	30,000	Transactions.....	300,000	10	1,000	10,000
Total.....				197		171,550

Average compensation per employé..... \$870.81
 Percentage of gross receipts absorbed in clerk hire..... 17.155

*By the act of March 3, 1883, the total compensation for the transaction of the money-order business, except that of international exchange, is fixed at a commission of 3½ cents for each money-order issued, paid, or repaid, and for each certificate of deposit issued, 1 cent for each postal note issued, and ½ cent. for each postal note paid. A money-order transaction upon this basis, assuming the order as the unit, is one order or certificate (issued or paid), 3½ postal notes issued, or 4½ postal notes paid. In practice the labor of issuing a postal note is equivalent to half a transaction, and of its payment to one-third of a transaction, and we so assume in this report. No commission is fixed by law for the listing and certification of international orders at the eight exchange offices of the United States, but experience has proven that the total labor connected with such certification, etc., averages for each order about double that of a domestic money order.

In the above model no account is taken of the cost of carrier service for the reason that in the "suggestions to the Commission," which are appended to the Postmaster-General's order No. 89, of May 8, 1887, we find these words: "It is not designed that the Commission shall give attention to the number of carriers necessary to adequately and properly deliver the local mail; but proceeding upon the assumption that sufficient carriers are provided for that purpose, they should inquire what clerical force within the post-office, if any, should be assigned to this branch of duty, and how it should be measured;" and for the additional reason that the cost of the carrier service is not defrayed out of the amount allowed through the salary and allowance division, notwithstanding the fact that such service is identical, except in its peripatetic nature, with that of the clerk who delivers mail to the public through the box or general-delivery wickets.

In our opinion, the average annual performance of the employés of the third division, as shown in the above table, should be arrived at by dividing the aggregate number of pieces handled in the division by the sum of all its employés, carriers included, and the aggregate expense of that division, so far as it acts as a factor in establishing the status of an office in group or grade, should include the compensation of carriers.

The model upon page 88 of this report, if modified to include carrier service, would appear as shown on page 89.

Model of post-office (to include free-delivery service).

[Gross receipts, \$1,000,000. Transactions as hereinbelow stated.]

Divisions of service.	Annual labor capacity.			Units employés.		Aggregate cost of service.
	Per unit of service.		Total.	Number.	Average compensation.	
	Measure.	Character.				
(1) Staff	Per cent. of gross receipts.	Variable	Indefinite.	25	\$1,000	\$25,000
(2) Dispatch	1,400,000	Pieces handled	112,000,000	80	850	68,000
(3) Delivery	336,000	.....do	84,000,000	70	825	57,750
(4) Registry	45,000	.....do	540,000	12	950	171,000
(5) Money-order	30,000	Transactions	300,000	10	1,000	10,800
Total				377		342,550

* Clerks.

† Carriers.

Average compensation per employé \$308.62
 Percentage of gross receipts absorbed in clerk hire and free-delivery service 34.255

NEW YORK POST-OFFICE.

The New York post-office is for the United States what the London office is for the United Kingdom, the great international exchange and distributing center of the nation, it might almost be said for the western continent. In many features its character and service are peculiar and distinct from those of all other post-offices; San Francisco being nearest akin.

Its organization and management are excellent, but are too complex for and only partially adapted to the characteristics of the service in other cities. In November, 1886, the employés and employments were grouped into the following divisions: "staff (special);" "first, auditor;" "second, cashier;" "third, mailing;" "fourth, city delivery;" "fifth, money-order;" "sixth, registry."

In our opinion the grouping set forth upon the tenth page of this report is the most simple and natural. Under it the staff, auditor, and cashier of New York would be assigned to the first division, the mailing would then become the second, and the city delivery the third, while the money-order and registry would exchange positions in the order of numerical sequence.

As the organization of the New York office has been frequently investigated and is thoroughly understood, we will not dilate upon it here. It should be graded at the head of the list as "special."

Permit us in this connection to state our earnest conviction that the business of the exchange of mails and of money orders between the United States and foreign coun-

tries, now performed for the most part through the agency of the post-offices at New York and San Francisco, should be placed under the direct supervision and management of an agent of the Postmaster General, through whom it can be much more satisfactorily as well as economically managed. In our opinion no more cogent reason exists, especially in the business of money-order exchange, for the control of this agency by the postmasters of New York and San Francisco than for the assumption by them of the management of the business of the manufacture of stamps, stamped envelopes, postal cards, and postal notes, now so satisfactorily accomplished through the independent agencies of the Post-Office Department.

GRADING OF POST-OFFICES.

It will be inferred, doubtless, from the foregoing illustrations that the unit of measurement of service, and the grade of post-offices dependent thereon, as understood by your Commission, must be arrived at through factors, diverse in themselves, whose atomic structures are not by nature homogeneous. In other words, the unit from which the grade of a post-office is developed must be composite in its nature. It is impossible to reduce the various species of transactions, or the capacity of the persons employed thereon, to a common denomination. Grade must therefore depend either upon the total number of employes required for the given service in each office or upon the aggregate cost of such service. Neither of these factors is absolutely uniform. Uniformity of service is impossible because organization and the allotment of work gives the great offices the advantage over the small in the amount of labor performed by a given number of persons, while difference in salaries and other items of expense operates in the opposite direction. Manifestly, however, the aggregate cost of the service in dollars is the safest basis of gradation, for the reason that the increased expense in larger post-offices, incurred by reason of the higher salaries therein paid, is in a measure offset by the gains resulting from greater efficiency obtained through perfected organization and distribution of labor.

In fact, we are impressed more and more firmly with the belief that the royal road to economy as well as excellence in post-office operation and control lies in securing the permanent services of educated and zealous experts, upon equitable scales of compensation, by which means, through celerity, carefulness, and perfect organization, the minimum of numbers as to employes and the maximum of accomplishment as to service may be attained.

Referring to the "models of post-offices" upon pages 68 and 69 of this report, and to the explanations and suggestions in relation thereto, permit us to add that, in the estimation of your Commission, the introduction of the cost of free-delivery service as a factor in establishing the grade of a post-office is in perfect conformity with the principle of grouping and grading herein set forth, inasmuch as it is an integral part of the expense of the delivery division, though paid from a separate fund.

Following we give two models illustrating our views in regard to the grouping and grading of post-offices of the first and second classes. In each the principle is the same, as well as the number and designation of both groups and grade. In the first the element of cost of clerk hire alone enters as the governing factor, while in the second the expense of both clerk hire and carrier service is considered. Necessarily the maximum and minimum limits of expense for each grade are much higher in the latter than in the former.

Diagram (A) illustrating proposed system of groups and grades of post-offices of the first and second classes (cost of free-delivery service omitted).

Group.	Grade.	Cost of service.	
		From minimum.	To maximum.
New York, N. Y.....	Special	\$800,001	Not limited.
A	First	250,001	\$800,000
	Second	150,001	250,000
	Third	75,001	150,000
B	Fourth	40,001	75,000
	Fifth	24,001	40,000
	Sixth	12,001	24,000
C	Seventh	5,001	12,000
	Eighth	2,001	5,000
	Ninth	1	2,000

Diagram (B) illustrating proposed system of groups and grades of post-offices of the first and second classes (cost of free-delivery service included).

Group.	Grade.	Cost of service.	
		From minimum.	To maximum.
New York, N. Y.	Special	\$1,000,001	Not limited.
A	First	500,001	\$1,000,000
	Second	200,001	500,000
	Third	75,001	200,000
B	Fourth	40,001	75,000
	Fifth	20,001	40,000
	Sixth	10,001	20,000
C	Seventh	4,001	10,000
	Eighth	1,501	4,000
	Ninth	1	1,500

It is impossible to state the number of first and second class offices which will arrange themselves in each of the above grades until after the proposed plan of organization shall have been in operation long enough to permit of the receipt and tabulation of a comprehensive system of statistics, but the present allowances for clerks and carriers give an approximate basis of such arrangement, which would be as follows under the second of the foregoing diagrams:

	No. office.
Special	1
Group A:	
First grade	3
Second grade	6
Third grade	8
Total	17
Group B:	
Fourth grade	12
Fifth grade	20
Sixth grade	69
Total	101
Group C:	
Seventh grade	74
Fifth grade	96
Ninth grade	186
Total	356
Grand total	471

COMPENSATION.

Your Commission finds that the present compensation of the assistant postmaster averages a fraction over 50 per centum of that of the postmaster in first-class post-offices, and between 40 and 45 per centum in those of the second class.

We recommend that such compensation be fixed at 50 per centum for the former class, and 40 per centum for the latter, which rule will result in a considerable saving to the Government, and will, we believe, be a just compensation for the labor and responsibility devolving upon that office in each of the two classes.

We find that the compensation of the superintendent of mails in twelve of the largest offices averages 46.7 per centum of that of the postmaster. The statistics thus far obtained do not enable us to state accurately the present average compensation of such superintendents in a majority of the offices. In our estimation, however, it is considerably over 40 per centum of that of the postmaster in offices where one is employed exclusively on that duty.

Inasmuch as, in the the largest offices, the superintendent of mails has heretofore been appointed, and his compensation fixed, by the Postmaster-General on the recom-

mentation of the General Superintendent of Railway Mail Service, and inasmuch as his duties are exclusive of the local service, such as supervising the transfers of mails, etc., and are of a nature only partially governed by the rules for measurement of such service, we recommend that at all post-offices where the superintendent of mails is appointed by the Postmaster-General, his compensation be fixed by that officer upon data establishing the amount of labor and responsibility devolving upon him in each case, such data to be furnished by the General Superintendent of Railway Mail Service, and at all other post-offices his compensation be fixed at 35 per centum of that of the postmaster.

The data in our possession show that the supervision of the delivery service in eleven of the largest cities averages over 48 per centum of the compensation of the respective postmasters. In each of five of these cities two superintendents are employed, one of delivery and one of carriers, the services of one of whom can be dispensed with without detriment to the service.

We recommend that superintendents of carriers be disallowed, and that the compensation of the superintendent of delivery in all first-class offices at which the services of one are necessary be fixed at 45 per centum of that of the postmaster, and at second-class offices, where such services are necessary, at 35 per centum, provided, however, that no such superintendent shall receive more than \$3,200 per annum.

FIRST DIVISION (COMPENSATION).

Executive section (A).

In addition to the assistant postmaster, the fixing of whose compensation at 50 per centum of that of the postmaster in all first and at 40 per centum in all second class offices we have hereinbefore suggested, we respectfully recommend the following schedule of salaries:

Secretary (a stenographer) to postmasters in New York and Group A (none recommended for Groups B and C), \$1,400.

Chief clerk (New York only), \$1,800.

Messengers, four classes, for all groups, viz: \$600, \$500, \$400, \$300, according to duty and location.

Watchmen, three classes, viz: \$600, \$500, \$400.

Firemen (where employed), three classes, viz: \$700, \$600, \$500, according to duty and responsibility.

Laborers, three classes, viz: \$600, \$500, \$400.

Finance section (B).

Chief accountant (the auditor), New York, \$3,000; first grade, \$2,500. In all grades below the first the duties to be performed by the cashier.

Cashier, New York, \$2,800; first grade, \$2,400; second grade, \$2,000; third grade, \$1,800; fourth grade, \$1,600. In all grades below the fourth the duties of cashier to be performed by the assistant postmaster.

Assistant cashiers, where their employment is necessary, 50 per centum of the salary of the cashier.

Book-keepers, three classes, viz: \$1,400, \$1,200, and \$1,000.

We find that the percentage upon the gross value of stamps, stamped envelopes, postal cards, etc., sold annually to post-offices, chargeable to the expense of compensation of clerks engaged in their sale, exclusive of sales at stamp agencies, approximates the averages stated in the following table at post-offices where the annual sales amount to—

Class.	Amount.	Per centum.
I.	Over \$8,000 and not over \$70,000	1
II.	Over \$70,000 and not over \$200,000	6
III.	Over \$200,000 and not over \$400,000	10
IV.	Over \$400,000 and not over \$800,000	16
V.	Over \$800,000 and not over \$1,000,000	16
VI.	Over \$1,000,000 and not over \$2,000,000	16
VII.	Over \$2,000,000 and not over \$4,000,000	16
VIII.	Over \$4,000,000 and not over \$8,000,000	16.3
IX.	Over \$8,000,000	17.3

We recommend that the allowances for the compensation of stamp venders in post-offices and their branches be based upon the above table, as follows:

Class.	Gross amount per annum.	Class.	Gross amount per annum.
I.....	\$800	VI.....	\$8,000
II.....	1,600	VII.....	14,000
III.....	2,800	VIII.....	18,000
IV.....	3,800	IX.....	21,000
V.....	5,000		

and that the compensation of stamp agents be fixed at \$4 per annum each, the present allowance; also that the compensation of stamp venders be classified as follows:

- Chiefs, five classes, viz: \$1,800, \$1,600, \$1,400, \$1,200, \$1,000.
- Salesmen, eleven classes, viz: \$1,400, \$1,300, \$1,200, \$1,100, \$1,000, \$900, \$800, \$700, \$600, \$500, \$400.
- Collectors of postages and box-rents, viz: \$500, \$600, \$800, \$900, \$1,000.

Inquiry section (C).

Chiefs of section, four classes, viz: New York, \$2,000; first grade, \$1,600; second grade, \$1,400; third grade, \$1,200. None required below Group A, where duty devolves usually on the assistant postmaster.

- Assistants to above: \$1,400, \$1,200, \$1,000, and \$800, respectively.
- Miscellaneous clerks, seven classes, viz: \$1,200, \$1,100, \$1,000, \$900, \$800, \$700, and \$600.
- Messengers, when required, same as in section A.

Equipment section (D).

- Foremen, three classes, viz: \$1,100, \$1,000, \$900.
- Head printers, same as foremen.
- Machinists, when employed, \$1,000.
- Carpenters, three classes, viz: \$700, \$600, \$500.
- Compositors, same as above.
- Pressmen, two classes, viz: \$500, \$400.
- Messengers, same as in other sections.

SECOND DIVISION (COMPENSATION).

Compensation of superintendents as hereinbefore recommended.

- Assistant superintendents, three classes, viz: \$1,600, \$1,500, \$1,400.
- Stenographers (a correspondence and general utility clerk), three classes, viz: \$1,000, \$900, \$800.

Letter section (A).

- Foreman, \$1,200.
- Distributors, six classes, viz: \$1,100, \$1,000, \$900, \$800, \$700, \$600.
- Sorters (separators), five classes, viz: \$900, \$850, \$700, \$600, \$500.
- Helpers, five classes, viz: \$500, \$700, \$600, \$500, \$400.
- Mail openers and closers, three classes, viz: \$500, \$700, \$600.
- Stampers, chiefs, \$1,000, and four classes, viz: \$700, \$600, \$500, \$400.
- Dispatchers, five classes, viz: \$1,200, \$1,100, \$1,000, \$900, \$800.
- Weights of second-class matter, chief, \$1,500 (special at New York and Chicago only), and four classes, viz: \$1,100, \$1,000, \$900, \$800.
- Porters, three classes, viz: \$600, \$500, \$400.
- Laborers, three classes, viz: \$600, \$500, \$400.

Packet section (B).

Salaries the same as in section A of this division.

THIRD DIVISION (COMPENSATION).

Compensation of superintendents as hereinbefore recommended.

- Assistant superintendents, three classes, viz: \$1,600, \$1,500, \$1,400.
- Recorder (a time-keeper and general utility clerk), three classes, viz: \$900, \$800, \$700.

Office section (A).

Foremen, \$1,200.
 Distributers, six classes, viz: \$1,100, \$1,000, \$900, \$800, \$700, \$600.
 Sorters (separators), five classes, viz: \$900, \$800, \$700, \$600, \$500.
 Searchers, six classes, viz: \$900, \$800, \$700, \$600, \$500, \$400.
 Wicket clerks, chiefs, two classes, viz: \$1,500, \$1,200; clerks, six classes, viz: \$1,000, \$900, \$800, \$700, \$600, \$500.
 Box clerks, same as wicket clerks.
 Stampers, five classes, viz: \$1,000, \$700, \$600, \$500, \$400.

Carrier section (B).

Foremen and operatives, same as in section A.
 Carriers and collectors, compensation fixed by statute.

Branch office section (C).

Chiefs of branches, sixteen classes, viz: \$2,500, \$2,000, \$1,800, \$1,600, \$1,500, 1,200, \$1,000, \$900, \$800, \$700, \$600, \$500, \$400, \$300, \$200, \$150.
 Foremen, clerks, and operatives, classed same as clerks, with same duties in the respective head offices.

Special-messenger section (D).

Foremen and clerks, five classes, viz: \$800, \$700, \$600, \$500, \$400.
 Special messengers, compensation fixed by statute.

FOURTH DIVISION (COMPENSATION).

We find that the compensation of the superintendent of the registry division at the largest offices averages 35.4 per centum of that of the postmaster.

We recommend that the compensation of this superintendent at New York, Chicago, and Washington be fixed at 40 per centum of that of the postmaster, and at all other offices at 35 per centum.

The first assistant in New York should receive \$2,500, and the second \$1,600. At Chicago and Washington (one assistant each), we recommend that the compensation be fixed at 30 per centum of that of the postmaster, and at all other offices at 25 per centum.

Letter section (A).

Correspondence clerks, New York, one at \$1,500; also seven classes, viz: \$1,200, \$1,100, \$1,000, \$900, \$800, \$700, \$600.

Foremen, \$1,200.

Searchers, four classes, viz: \$1,000, \$900, \$800, \$700.

Interpreter, three classes, viz: \$800, \$700, \$600.

Miscellaneous clerks, four classes, viz: \$900, \$800, \$700, \$600.

Dispatchers, seven classes, viz: \$1,200, \$1,100, \$1,000, \$900, \$800, \$700, \$600.

Punch openers, four classes, viz: \$900, \$800, \$700, \$600.

R. P. E. openers, five classes, viz: \$1,200, \$1,100, \$1,000, \$900, \$800.

R. P. E. examiners, four classes, viz: \$900, \$800, \$700, \$600.

Receiving clerks, six classes, viz: \$1,100, \$1,000, \$900, \$800, \$700, \$600.

Receipt clerks, four classes, viz: \$1,200, \$1,100, \$1,000, \$900.

Letter examiners, three classes, viz: \$1,100, \$1,000, \$900.

Letter and packet numberers, three classes, viz: \$800, \$700, \$600.

Entry clerks, four classes, viz, \$900, \$800, \$700, \$600.

Distributers, five classes, viz: \$1,200, \$1,100, \$1,000, \$900, \$800.

Sorters, four classes, viz: \$1,000, \$900, \$800, \$700.

Delivery clerks, five classes, viz: \$1,200, \$1,100, \$1,000, \$900, \$800.

Punchers, seven classes, viz: \$1,200, \$1,100, \$1,000, \$900, \$800, \$700, \$600.

Porters, three classes, viz: \$500, \$500, \$400.

Merchandise section (B).

Compensation of employes classified as in section A.

FIFTH DIVISION (COMPENSATION).

By the act of June 29, 1886, the allowance for the transaction of the money-order business is limited to the amount of the accruing commissions as fixed by the act of

March 3, 1883. The ratio of the number of transactions, or amount of business, in the dispatch, delivery, and registry divisions of post-offices approaches interchangeable uniformity in each office, and in different offices a ratio to the population within their delivery, but in the money-order division such uniformity and ratio can not be relied upon in all cases. Sharp competition with banks, and the money-order facilities offered by telegraph and express companies, in some localities; in others, the convenient proximity of many banks, the acquired habits of the community, or the cheapness of exchange due to local commercial causes; and in still others, the presence of large manufacturing interests, of insurance concerns, of heavy dealers in seeds and cuttings, of lotteries, of institutions of learning, tend to disturb the ratio which the current of postal money-order exchange is supposed to bear to population.

The above are some of the reasons why the expense of transacting the money-order business cannot be fixed in uniform ratio with the compensation of postmasters, the ordinary business of post-offices, their classification or grade, or the population or business character of the communities in which they are located. Instance: The cost of clerk-hire and carrier service at Providence, R. I., aggregates \$66,530, and at Indianapolis, Ind., \$64,927. The annual money-order transactions show a reverse status, aggregating 47,482 in number at the former office, and 128,145 at the latter, while the accrued commissions, which limit the allowance for money-order clerk-hire, are \$1,544.05 at the former and \$4,211.41 at the latter.

Referring to the first paragraph under the caption "Employés," on the 85th page of this report, your Commission has ascertained that the unit of capacity of a single money-order clerk who transacts all the business of his office, with the exception of occasional slight assistance from the postmaster, fluctuates between 15,000 and 18,000; of two clerks so situated it varies from 18,000 to 21,000 each; of three, from 21,000 to 24,000 each; of four, from 24,000 to 27,000 each; of five, from 27,000 to 30,000 each; of six to ten clerks, from 30,000 to 33,000 each; of more than ten clerks, from 33,000 to 36,000 each.

This condition of things by necessity affects unfavorably the compensation of employés in the smaller offices, while in the larger it permits of equitable compensation with a surplus of accruing commissions unexpended.

We recommend that the scale of compensation for employés in money-order offices hereinbelow given in tabular form be adopted.

This scale increases by diminishing steps from the lowest to the highest number of annual transactions reported in first and second class offices, permitting increase in compensation of superintendents and other employés who incur financial risk and responsibility, with the proviso here made that the average annual compensation of the employés at any office shall not exceed \$1,000, and that no superintendent shall receive a higher salary than \$3,200, unless an additional amount be specially allowed by the Postmaster-General at international exchange offices, under the acts of March 3, 1883, and June 29, 1886, for additional risk and responsibility in superintending the exchange business with foreign countries at such offices.

It is understood, moreover, that each additional clerk appointed in a money-order office shall be appointed after the minimum number of transactions in his class shall have been passed, and he shall be entitled to a fractional salary in proportion to the increase in the number of transactions, the full salary to be paid only after the maximum number of transactions shall have been reached. For instance, an office after reaching 108,000 transactions may increase its clerks from four to five, but the fifth clerk can not receive full salary until after 150,000 transactions shall have been reached. At 129,000 transactions he would be entitled to half a salary.

Under the above system of gradation, in money-order offices which do not give employment to more than six clerks, the whole of the accruing commissions, less fractional parts of \$50 which may lapse into the revenues of the system, will be absorbed in clerk-hire, but in the larger offices the unexpended sum will be greater. Instance: Philadelphia, with 514,199 transactions, and accrued commissions for the last fiscal year amounting to \$16,596.69, would be entitled to the full services of fourteen clerks and to half the time of a fifteenth, and to an allowance of \$14,500, a saving in commissions of \$2,096 per annum.

Table illustrating method for fixing salaries of employes in money-order offices.

Annual transactions.		Employes and salaries.														
From minimum.	To maximum.	Number.	Superintendent.	Assistant super-intendent.	Cashier.	Assistant cashier.	\$1,200.	\$1,100.	\$1,000.	\$900.	\$800.	\$700.	\$600.	\$500.	\$400.	Fractional.
0	15,000	1														1
15,000	18,000	1														1
18,000	42,000	2	8800													1
42,000	72,000	3	1,000	\$450												1
72,000	108,000	4	1,200	800												1
108,000	150,000	5	1,500	1,100												1
150,000	200,000	6	1,800	1,200												1
200,000	225,000	7	1,800	1,200												1
225,000	275,000	8	1,900	1,200												1
275,000	310,000	9	1,800	1,300	\$1,200											1
310,000	350,000	10	2,000	1,400	1,200											1
350,000	385,000	11	2,000	1,400	1,200											1
385,000	420,000	12	2,100	1,500	1,200	\$1,000										1
420,000	455,000	13	2,100	1,500	1,200	1,000										1
455,000	500,000	14	2,200	1,500	1,300	1,000										1
500,000	530,000	15	2,200	1,500	1,300	1,000										1
530,000	550,000	16	2,300	1,500	1,400	1,100										1
550,000	600,000	17	2,300	1,500	1,400	1,100										1
600,000	670,000	18	2,400	1,600	1,500	1,200										1
670,000	690,000	19	2,400	1,600	1,500	1,200										1
690,000	700,000	20	2,500	1,600	1,500	1,200										1
700,000	740,000	21	2,500	1,600	1,500	1,200										1
740,000	780,000	22	2,600	1,700	1,600	1,300										1
780,000	820,000	23	2,600	1,700	1,600	1,300										1
820,000	860,000	24	2,700	1,700	1,600	1,300										1
860,000	900,000	25	2,700	1,700	1,600	1,300										1
900,000	940,000	26	2,800	1,800	1,700	1,400										1
940,000	980,000	27	2,800	1,800	1,700	1,400										1
980,000	1,020,000	28	2,900	1,800	1,700	1,400										1
1,020,000	1,060,000	29	2,900	1,800	1,700	1,400										1
1,060,000	1,100,000	30	3,000	1,900	1,800	1,400										1
1,100,000	1,140,000	31	3,000	1,900	1,800	1,400										1
1,140,000	1,180,000	32	3,100	1,900	1,800	1,400										1
1,180,000	1,220,000	33	3,100	1,900	1,800	1,400										1
1,220,000	Upwards	34	3,200	2,000	1,900	1,500										1

The above table is not intended to include the special transactions of the international money-order exchange offices of New York, San Francisco, Buffalo, Saint Albans, Bangor, Saint Paul, and Portland, nor the labor in the offices of San Francisco, Cal., and Portland, Oregon, of examining weekly statements, and labor and responsibility connected with supplying money-order funds to certain offices in the Pacific States which issue money orders in greater amount than they pay.

The value of the labor expended upon each exchange transaction has been carefully estimated by the superintendent of the money-order system at 6½ cents for each certified order, both outgoing and incoming, or about equal to two domestic transactions, and the labor and responsibility of examining weekly statements and supplying funds from San Francisco, the full time of one clerk at \$1,400 per annum, and at Portland at a portion of the time of one clerk, for which the sum of \$320 per annum is paid.

The principal book-keeper in the money-order office at New York receives a salary of \$1,800 per annum. He is an expert of many years standing. Among other duties he has charge of all the accounts connected with drafts and credits of postmasters, which amount to about \$15,000,000 annually. He also has charge of the books containing the accounts of the Postmaster-General's drafts in settlement of balances due foreign countries on account of exchange of money orders. We mention this accountant as special, for the reason that he is the only person in the United States who performs this duty, and the compensation we believe to be equitable.

ACCOUNTS, STATISTICS, REPORTS.

We respectfully recommend that the postmasters at all first and second class offices be required to conform to a uniform system of book-keeping, in accordance with forms to be prescribed and furnished for each post-office division by the Postmaster-

General, and that they also be required to recapitulate, or tabulate, at the close of each fiscal quarter, and to keep on file for reference in their respective offices, the complete statistics of the business transacted therein. We find that few postmasters are able to state, when called upon, even the number of money orders and postal-notes issued and paid at their offices during any given quarter or year, or the average working capacity of their money-order clerks, much less the data in relation to the transactions of the other divisions of their offices. The great majority seem unable to say more than "We do an immense business, and ought to have our allowance for clerk-hire increased." When asked, "How many transactions do you average per day?" they are bewildered.

In the matter of book-keeping forms we beg to call attention to that now in use in the post-office in this city as worthy of consideration. All blanks furnished to post-offices should be printed upon sheets the sizes and shapes of which are uniform multiples of some fixed standard or pattern, say the fold of a page of the ordinary letter or quarto post paper, in order that such documents may be folded and filed evenly.

Each division of each office, and, in the larger divisions, each section, should be supplied with a service register, similar to the following in general form, with one page per month for each employé :

Specimen page.

Service register of _____.

For the month of _____, 188 .

Date.	Time record.					How employed— (hours—minutes.)								
	Arrived.	Absence.		Departed.	Employed.	Domestic issues.	International issues.	Postal-note issues.	Domestic payments.	International payments.	Postal-note payments.	Weekly statements.	Correspondence.	Initial of signature.
		Hours.	Minutes.											
1														
2														
3														
4														
5														
6														
7														
8														
Etc														
Total														

Each employé on his arrival at his post of duty should be required to enter opposite the proper day of the month the time of his arrival ; also during his tour to enter the sum of his absences, as at lunch, etc., and likewise the time employed upon each species of work ; and at the close of his tour the time of departure, and the total time actually on duty. At the end of each month he should foot up and balance the respective columns. The labor of making these entries need not occupy more than two minutes per day of the employé's time, and the record thus obtained would be invaluable.

EXAMINATIONS AND PROMOTIONS.

As at present in the dispatch, so should be required in the delivery, the registry, and the money-order service, that candidates for promotion be subjected to technical examinations as to fitness for the positions to which they aspire. In each section or division all new appointments should be made to the lowest class.

We also suggest, without recommendation, for your consideration, the advisability of authorizing, as a reward for special merit or long service, slight increments of salary within grade ; for example, a meritorious employé after a continuous service of five years in a \$600 class to receive thereafter \$625 in the same class, etc. We further recommend that employés promoted from a lower to the next higher grade be required to serve for at least six months in the latter before becoming entitled to an increase in compensation by reason of such promotion.

POSTMASTERS.

In the opinion of your commission all postmasters in Group C can, without neglecting the duty of supervision—and under penalty of removal should be required to—devote not less than eight hours per day to the active detail work of their respective offices. In this group the number of employes is so limited that perfect supervision does not necessarily interfere with active labor. One of the greatest obstacles in the way of economical service is the idea which seems to pervade the mind of the average postmaster that his office is a sinecure, given him as a reward for political service, and that the hands for performing its work are to be furnished to him by the Department. In Group B the postmaster ought in the sixth grade to give an average of six hours per day to active labor; in the fifth grade, four hours; in the fourth, two hours. In Group A the whole time of the postmaster can be devoted, with greater advantage to its service, to the supervision of his office than to any manual labor therein. In all groups and grades we believe that removal from office should be the penalty for persistent neglect on the part of the postmaster to give his personal presence and attention to the business of his office during at least eight of the busiest hours of each day, and, in times of great pressure of work, as many additional hours as the good of the service demand of him.

Were it possible for each post-office to secure the services of the most energetic, competent, and worthy person within the area of its delivery which the salary appertaining thereto would command, the problems of thorough organization and economic management would then be easy of solution, but unfortunately for the service the best material for those indispensable instruments of the public weal is not always obtained.

In our opinion an act fixing the compensation of postmasters upon the basis of the relative cost of operation as illustrated in the "Table" upon page 89 of this report, would be a great improvement upon the present law, under which very many salaries are not in proportion to required labor and responsibility, some being too low and a great number too high.

POST-OFFICE ARCHITECTURE.

A large majority of the post-offices in the United States are so wretchedly lighted and ventilated, so hampered by scant or ill-shaped area, by the isolation of divisions or sections in different and widely separated rooms upon the same or upon different floors, by rickety and antediluvian furniture, screens, and other equipments, and by badly located and insufficient lobby space, that the expense of operation is frequently more than 25 per cent. higher than it would be were all these facilities up to a maximum standard. Several years ago an inspector of this Department superintended the remodeling of the interior of the post-office at Pittsburgh, Pa., through which a saving was effected in the item of gas alone of \$3,000 per annum. The same can be said of several other offices, changes in whose interior construction were made under Department supervision. From time to time it has been the urgent desire of the Supervising Architect of the Treasury that some experienced officer of this Department be detailed to co-operate with this Bureau in an effort to improve the interior construction, arrangement, and equipment of post-offices. We believe that an expert, detailed for this service, would save to the Government many times the cost of his salary and expenses.

We believe it possible, by a system of personal inspection and statistical returns from postmasters, to arrive, with an approximation to definiteness, at the average area or floor space required per 1,000,000 pieces handled per annum, or per 1,000,000 transactions of other kinds, by second, third, fourth, and fifth divisions, and at the average area per employe required for the staff division. The divisions upon the floor of each large office should be separated from each other by wire screens. In future the leasing of post-offices should be based upon plans and specifications conforming the floor space and its divisions and lobbies to the requirements above suggested.

Were it possible to secure Congressional enactment which would enable the Postmaster-General, or the Secretary of the Treasury, to purchase a lot and erect upon it a suitable fire-proof building for every first and second class office in the United States, specially adapted to the necessities of the respective localities, a much better as well as more economical service could be secured than in the rented premises now occupied, which in a majority of cases are not such as the Department needs, while the high rents and additional expenses required to keep up the grade of efficiency are a heavy tax on its revenues.

We respectfully suggest the propriety of adding post-office architecture as a branch of the bureau of organization, if one shall hereafter be established.

SUBURBAN POST-OFFICES.

During our recent investigation of the service in the first and second class offices our notice was forcibly directed to the large number of suburban offices, and to oc-

casional clusters of rural offices, situated within short walking distance of each other, or of some large office, whose combined collection and delivery service, wherever the consolidation of such offices would entitle the resultant organization to a corps of carriers, could be much more creditably and economically performed, and with greater satisfaction to the public, under a single official head, than, as at present, under several petit postmasters. Instance: Norwalk and South Norwalk, Conn., whose post-offices are less than 2 miles distant from each other, and whose collection and delivery district join. Each of these offices failed to obtain carrier service by only a few dollars of gross revenue. Their consolidation with two or three smaller ones in the same neighborhood would entitle a district not over 5 miles in diameter to a force of from six to nine carriers, and to a well organized metropolitan service. Birmingham, Derby, and Ansonia, Conn., consolidated would have a total length of not over 4 miles and a breadth of less than 2. They constitute practically a single city. Derby post-office has recently been annexed to Birmingham; Ansonia should follow the example. Similar annexations can be made with advantage to New Haven, Middletown, Bridgeport, New Britain, and other cities.

POST-MARKING AND CANCELING.

We respectfully call your attention to the post-marking and canceling machine now in use in the Boston office.

One of these machines, with one man as feeder, accomplishes fully as much work in a given time as three expert stampers working with hand-stamps. We have been informed that the proprietors of the patent will furnish machines, and bind themselves to keep them in perfect repair for a stipulated annual rental which will insure better work at less cost than is now performed in the great post-offices.

We recommend that these machines be put into service in New York, and in each of the seventeen post-offices in Group A. Their utility in a portion or perhaps all of those in Group B may be considered at some future time.

CITY DIRECTORIES.

A potent check upon errors in the dispatch of letters would be secured were it possible to supply the directory sections of all the great offices with the directories of the principal cities of the United States. Gazetteers would be invaluable in large offices. We believe the consideration of this subject to be in the line of more perfect service and of ultimate economy.

POPULAR RESORTS.

The number of pleasure and health resorts in the United States is constantly increasing. Annually tens of thousands of pleasure seekers and invalids spend from one to four months at these places. During the crowded season the postal operations thereat are sometimes almost gigantic and metropolitan in their character, requiring temporarily double, treble, quadruple, or over, their ordinary force of operatives. At the same time the population of the neighboring cities is depleted, and the labor of their post-office employes light.

We respectfully suggest for your consideration the plan of detailing from the great offices certain clerks, whose services can be temporarily dispensed with, to do duty at the neighboring resorts. By such course the frequenters of these places will secure the advantages of a thorough service, performed by trained post-office employes, and the Department will at the same time avoid the expense and annoyance of temporary and unskilled labor.

BUREAU OF ORGANIZATION.

Should you see fit to consider favorably the system of organization, and of grading and grouping of post-offices, and the classification of employments and compensation above recommended, your Commission is of the opinion that such system can only be put in operation successfully through the agency of persons possessing knowledge of post-office business of a general as well as practical character; persons who can visit the offices concerned and inaugurate the system and make it effective by their personal presence and inspection from time to time.

The success of the plan of unifying the organization of post-offices depends, more than upon any other element, upon its being placed under the control of a thoroughly experienced and zealous chief, comprehensive in his views, ingenious in devices, fertile in expedients, and a natural organizer. Such an organizer should be aided by several assistants, who would not only not antagonize his efforts, but would second and aid him at every turn. For this purpose permit us to suggest the advisability of detailing an experienced post-office inspector as supervisor of organizations, and

the furnishing him with two or more expert assistants who are good mathematicians and statisticians. One should understand short-hand and type-writing.

The returns from post-offices thus far received by your commission are many of them crude and far from homogeneous, and are therefore to a great extent unreliable as a basis upon which to inaugurate a system of post-office organization. The first step to be taken is to furnish to each postmaster of the first and second classes a set of printed blank returns containing full instructions for making out and forwarding his statistical report. It would be well if the first returns could be made to cover six consecutive months, but in order to expedite the genesis of the project we recommend that postmasters at the seventeen offices of Group A be supplied with blank returns at once and be required to furnish reports embracing the whole of the month of December, 1887. After this has been accomplished a second supply of blanks, to be used for January, 1888, should be sent to offices of Group B, and upon these returns their initial organization should be made up as rapidly as possible.

Afterwards permit us to recommend that full returns be required from all offices for each fiscal quarter in each year, and that the grade of offices be established annually upon the aggregate transactions of the next preceding year, the change of grade, or of degree within grade, to take effect upon the first day of July following each January return. In the case of the summer and winter resorts, great educational centers, and other localities whose postal characteristics are modified by special causes, it may be necessary to require special reports adapted to their environments, and in case of some of these it may be found that their grade fluctuates with their business season.

A system of blank returns and other forms adapted to the system herein proposed will be furnished by your commission if desired.

We have the honor likewise to submit in this connection a partial report from Inspector J. T. Metcalf, whose services as a member of this commission terminated on the third of September last, when he tendered his resignation as inspector; also a very able and elaborate report, with accompanying documents, by Postmaster Pearson, of New York, upon the organization and service of his office.

All of which is respectfully submitted by

Most respectfully, your obedient servants,

WALLACE P. RYON,
EDWARD W. ALEXANDER,
M. LA RUE HARRISON,
Commission.

REPORT OF J. T. METCALF, POST-OFFICE INSPECTOR.

WASHINGTON, D. C., *September 3, 1887.*

The undersigned, member of a commission appointed by the Postmaster-General to make certain inquiry regarding methods of proper organization of post-offices and classification and compensation of employes, submits herewith, at the request of the chief inspector, some hastily prepared memoranda, giving briefly his views on a portion of the topics presented for the consideration of the commission.

Being about to retire from the service, and in advance of the period when his associates will be in readiness to submit their views, at a time when the work of the commission has scarcely developed, the report of the undersigned is, as a matter of necessity, confined to the outlines of analysis of post-office work and the organization of post-offices, and briefly to classification and measurement of services of employes.

At this period the statistics procured by the commission have not reached that process of minute examination necessary in order to reach the conclusions it is believed they will develop; hence it is left to his associates to in due time advise the Department of the further result of the commission's labors. The memoranda of the undersigned may therefore be considered as simply of a preliminary character, confined to analyses of the work and its results; later reports will embody more elaborate theoretical and practical illustrations of these analyses—wholly in harmony therewith, the undersigned is constrained to think.

SUBJECT OF INQUIRY.

Restricting inquiry to post-offices of the first and second classes, the commission was directed to ascertain:

SECTION 1. The nature and kinds of work properly required to be performed (the service).

SEC. 2. The principles by which an organization adequate to the need of offices is discovered (organization of the service required under section 1).

SEC. 3. To devise a system or arrangement properly classifying post-offices, such as by comparison shall permit equitable equipment of clerical force, according to the labor devolving on the office.

SEC. 4. The proper classification of employes under an organization contemplated under section 2.

SEC. 5. The best method of measuring services of employes necessary to perform the work under classification proposed under section 4. What is the man power required to do the work? What the unit of measurement?

SEC. 6. To indicate a system of uniform compensation of employes, specifying the exceptions and reasons.

SEC. 7. To submit forms by which accurate returns of the labor thus performed may be made to the Department, and based upon which requisite clerical force may be determined, fixed, and allowed.

THE PROPOSITION AND ITS SOLUTION.

My construction of the order of the Department is that the simple proposition is submitted—

Is it possible to devise such an organization after a fixed method of measurement? If so, is it practicable?

In my judgment a negative reply should probably be made to the general proposition; an affirmative answer to certain subdivisions of the query.

My reason for doubt is mainly based on the fact that neither my experience in practical post-office work nor the research made with this commission enables me to suggest a plan whereby the *reliability* of the count reported by postmasters can be authenticated in manner available for the use of and satisfactory to the Department. To assume that a report of such importance, made the basis for the apportionment of public moneys, is correct on the simple statement of an interested party vitiates, in my judgment, the essential feature of this method of computation. Records of undoubted reliability establish and verify every detail of money-order and registry transaction, but the bulk of postal work is the labor involved in handling mail matter, and this, I think, can not be *accurately* computed, at least after any method within my knowledge.

I am likewise doubtful of success because of the difficulty in adjusting the status of an office which, while approaching the maximum of its grade, is, on the one hand, in that delicacy of position which perhaps involves an extreme degree of labor on the part of its employes, and, on the other hand, when it occupies the minimum of the next grade, receives an allowance in excess of its needs during the period between the minimum position and the average position of that grade.

In addition, I am constrained to think that the local conditions well known as largely affecting the postal service are of such a complex character that the adoption of a fixed scale of organization, measurement, and detail is quite impracticable, and entirely theoretical, likely to result in a degree of embarrassment injurious to the service and vexatious to the Department. These conditions require various exceptions to any plan likely to be presented. An exception, in one instance, to a rule, implies similar laxity in additional cases. Once departed from, the seemingly well-conceived rule simply becomes a general custom, and its object is destroyed. If the minimum and maximum latitude of the scale is widely divergent, I am unable to see the advantage that might accrue to a change from the present objectionable methods.

To some extent, however, the terms of the proposition can certainly receive favor. The methods I shall propose are simply suggested as possible means for reaching a solution that minute research may discover.

One method of avoidance of the principal difficulty, and, if accepted, a possible solution of the vexed question, is to *assume* that returns made by postmasters are correct—to accept their count as absolute proof. If this be a safe assumption, the other difficulties might possibly be met.

INQUIRY APPLIED TO THE PROPOSITION.

SECTION I.—*Service.*

Assuming, more as a basis for further inquiry than as a correct solution of the problem, that an organization of the character contemplated can be perfected and maintained, the following analysis is submitted:

The factors of post-office work are (a) supervision; (b) operation.

The service may conveniently be illustrated as "internal" and "window," thus:

Internal.—Executive, accounts, revenue, dispatch, and distribution.

Window.—Delivery, revenue, registry, and money-order.

Service is primarily subdivided into five systematic parts or divisions, thus:

The general divisions.

(1) *The executive division.*—The business; supervisory control of the establishment, its personnel, its revenues, and its disbursements.

(2) *The mailing (or receiving) division.*—Dispatching of mail presented to be forwarded to its destination.

(3) *The city (or delivery) division.*—Disposal by delivery to addressee of mail received from elsewhere.

(4) *The registry division.*—Dispatching and delivery of registered matter.

(5) *The money-order division.*—Transactions relating to money-orders.

All service necessary for the conduct of postal business is classified as above. There should be no increase in the number of divisions; but, for convenience, these divisions may be subdivided into *departments*, the extent of subdivision to be in keeping with the volume of business transacted, and the titles of departments to be strictly in harmony with the plan of organization.

This analysis of service is, in my judgment, correct, comprehensive, logical, and convenient. It takes up and classifies postal work on the exact plan under which all large business establishments are organized. It contemplates—

First. The concern; the "stock" account.

Second. The material received for barter; merchandise "debit" account.

Third. The material disposed of; merchandise "credit" account.

Fourth. Certain special transactions incidental to the business, from which a revenue is derived, pertaining to transmission of valuable papers or money.

Fifth. An additional special transaction, also producing revenue, but distinctive as relating to money.

The homogeneous relation of special transactions to the business is illustrated by further comparison with the mercantile transactions of a concern which, known as a dry-goods establishment, and the bulk of its revenue derived from the sale of dry goods, desires, for purposes of future consideration, that special record be made of debits and credits of the line of silks, of the transactions in prints, of the dealings in woolens, as distinct from other articles of traffic. These transactions in special lines may or may not produce a revenue—the record establishes the question.

SECTION II.—*Organization of the service.*

The organization of a post-office, as contemplated under the foregoing analysis, implies that the labor shall be subdivided under the following general heads:

First (executive) division.

- (1) General direction, supervision, and discipline, and management of the business.
- (2) Appointment, status, assignment, and removal of employes.
- (3) Custody of the public property creating a revenue.
- (4) Control and revision of all financial transactions, and custody of funds.
- (5) General correspondence, with preparation of records and stated and special departmental reports and returns.
- (6) Investigation and disposal of irregularities.
- (7) Determination of status of second-class matter and supervision of its revenues.
- (8) Disposal of dead and unmailable matter.
- (9) Publication of information and determination of construction of laws, regulations, and usages of the service.

Second (mailing) division.

- (1) Receiving and dispatching of mails.
- (2) Postmarking and stamp-canceling of all matter mailed within the city.
- (3) Control of mail-messenger service.
- (4) Preparation of schedules, schemes of distribution, etc., and statistical records of measurement of service.
- (5) Rating, weighing, and collection of postage on printed and second-class matter.
- (6) Custody and disposal of mail bags, locks, and keys.

Third (city) division.

- (1) Distribution and delivery of all matter addressed to the post-office, whether through carriers, boxes, or general delivery.
- (2) Control and direction of carriers and clerks employed in these duties.
- (3) Custody and delivery of special delivery matter, and control and direction of messengers.
- (4) Supervision of stations and control and direction of employes.

Fourth (registry) division.

- (1) Receiving, rating up, and forwarding to destination of all registered letters, packages, and parcels mailed at the office.
- (2) Custody, distribution, and forwarding of all registered matter received in transit from other sources.
- (3) Receipt and delivery, through customary channels, of all registered matter addressed to persons within the delivery of the office.

Fifth (money-order) division.

- (1) Performance of all duties relating to the issue and payment of money-orders.
- (2) Receipt, custody, and proper accounting for money-order funds.

SECTION III.—*Classification of post-offices.*

The factors of classification are (1) revenue; (2) labor.

Post-offices possessing common characteristics should be classified in groups. Neither factor will apply as a rule for classification, but the true principle is a judicious combination of both. Rating by revenue is the present objectionable system, but it is manifest that gross receipts can not equitably measure the labor, nor can the internal service have comparison with or affect the receipts.

For both supervision and operation there should be of offices of the first class, six grades; of the second class, three grades. In these grades there should be grouped the several offices, in position according to the terms of the grade, and having a right therein, in accordance with the minimum and maximum limitations.

To ascertain a grade to which an office belongs a process of measurement is requisite. This process implies statistical information regarding (1) the gross receipts; (2) pieces of mail-matter handled; (3) transactions in special divisions.

As applied to the several divisions, the count required from each is as follows:

- (1) *Executive*.—By the annual gross receipts of the office.
- (2) *Mailing*.—By an actual count of the total average number of pieces received in a given period for mailing and in transit.
- (3) *City*.—By the total average number of pieces received in a given period for delivery and city drops.
- (4) *Registry*.—By the average total number of pieces handled in a given period.
- (5) *Money-order*.—By the transactions (issue and payment of orders and notes) in a given period.

The period during which measurement is made should obviously be embraced within a fiscal year. The first count should be made for the month of December, that maximum business may be learned, and the second during June, when the average minimum business is transacted.

Semi-annual counts will be sufficient.

Incidentally it will be observed that the count made under direction of the Commission, and upon which its deductions are based to some extent, covers the duldest business season of the year; hence it may properly be considered the minimum of postal business. The exception is the summer resorts. To meet this always difficult matter the month of June is also proposed as being in ample time to provide for a temporary change in grade, in force simply during the summer season.

An illustration of the proposed classification of grades is appended:

Classification of grades.

Class.	Grades.	Relative position.
First class	Special ...	1
	A.....	2
	B.....	3
	C.....	4
	D.....	5
	E.....	6
Second class.....	L.....	1
	M.....	2
	N.....	3

} Ascending scale of position 20 per cent.

} Ascending scale of position 33 per cent.

Illustration of the method of grading offices of the first class for supervision.

Grade.	Maximum and minimum limitations.—Annual gross receipts.	Offices in order or position as shown by revenue of 1886.
Special	Upwards of \$2,500,000 (ascending grade of 100 per cent.).	New York.
A	From \$1,000,000 to \$2,500,000; average, \$1,250,000 (ascending grade of 50 per cent.).	Chicago, Philadelphia, Boston.
B	From \$500,000 to \$1,000,000; average, \$750,000 (ascending grade of 114 per cent.).	Saint Louis, Cincinnati, Baltimore.
C	From \$200,000 to \$500,000; average, \$350,000 (ascending grade of 133 per cent.).	Brooklyn, Buffalo, Pittsburgh, Washington, Milwaukee, Saint Paul.
D	From \$100,000 to \$200,000; average, \$150,000	Albany, Newark, Hartford, New Haven.
E	All less than \$100,000	Portland (Me.), Jersey City, Lowell, Harrisburg, Wheeling.

Illustration of method of grading offices of the first class for operation.

Grade.	Average number of pieces handled of all classes in a given period.	
Special	Over 650,000	New York.
A	From 400,000 to 650,000	Boston, Chicago, Philadelphia.
B	From 150,000 to 400,000	Saint Louis, Cincinnati, Washington.
C	From 75,000 to 150,000	Buffalo, Pittsburgh, Milwaukee, Saint Paul.
D	From 30,000 to 75,000	Albany, Hartford, Portland.
E	Below 30,000	Lowell, Newark, Wheeling.

The ready adjustment of these grades will be observed by reference to the position of Washington, which in revenue is in grade C, but in operation is entitled to position in grade B. Portland occupies a similar standing. There seems to be no apparent difficulty in so readjusting the relative positions of offices, and no want of harmony. No more supervision is required for a revenue of \$100,000 than for \$300,000; but a reasonable increase in the number of subordinates or clerks is necessary.

SECTION IV.—*Classification of employes.*

Among the vexatious matters meeting the attention of the Commission was the difficulty of locating the service or position of an employé by the title he holds, as shown by the rosters of the Department. A "porter," for illustration, in one office performed the responsible duty of labeling, assorting and dispatching pouches; in another the porter performed a service connected with the care of the building. In one the "helper's" duties were precisely alike those of the "separator" at another. Illustrations of this annoying condition of affairs might be carried out to considerable length.

I find no good reason for a departure from a uniform nomenclature that will apply to all offices. Circumstances may require certain combinations, but these should be in keeping with a harmonious system.

Employés should be classified as follows:

Officers and supervision.	{	Division (as superintendents).
		Department (as cashiers).
		Subordinate (superior, as superintendents of stations, telers; inferior: as examiners, stamp clerks).
		Petty (as foreman of janitors).
Subordinates and operation.	{	Skilled (superior, as foreman of letter distribution; inferior, as separators, delivery clerks).
		Ordinary (as letter stampers).
		Helpers (as so called in several divisions).
		Carriers.

A classification in harmony with the above is wholly feasible, and is now under consideration. It will embody not only the status of each employé, but the specific duties to be performed by each, with distinction as regards day or night service, hours, etc.

SECTION V.—*Measurement of Service.*

The unit of measurement of clerical force necessary for the proper conduct of the postal business is likewise determined through the ascertainment respectively of the revenue accruing and of labor performed, thus:

- (A) Revenue.
- (B) Pieces of mail matter handled, and the actual time required to perform a given amount of work.
- (C) Transactions in special divisions, and the time necessary to perform a specific transaction.

There are various proposed methods of arriving at this basis of measurement. Two of these methods are thus illustrated:

Method (1).—Let a single transaction in the registry room be taken. Assume that the definition of the terms of such a transaction is concise. Assume further, for illustration, that it involves labor for a period of three minutes; that 40 letters may be handled in a similar period in the mailing room, and 50 letters handled in the same time in the city division, or two money-orders issued or paid. The unit of measurement is thus obtained, and an application of the principle may be made as follows:

One clerk can perform this labor.

Character of labor.	In three minutes' time.	In one hour.	In one day.
Registry	1	20	100
Mailing	40	800	6,400
City	50	1,000	8,000
Money-order	1	10	80

Thus the equivalent of one specifically defined transaction in registry, as ascertained by measurement of time actually employed, is the mailing of 40 pieces, the distribution to carriers of 50 pieces, or one-half the period required for the issue of a money-order.

Method (2).—It is well known to those who have made money-order business a specialty that two postal notes may be issued or paid in the same time that one money-order is completed; hence a homogeneous record of transactions in that branch may be had by simply adding to the completed money-order transactions one-half the business in postal notes. It is likewise known that 10,000 yearly transactions will occupy one-half the time of a clerk; 20,000 the whole time; 45,000 requires two clerks; 75,000 requires three clerks; 110,000 requires four clerks, etc. It is demonstrated that although the time of one clerk may be fully occupied in 20,000 transactions, two clerks can do 12 per cent. more work, because of superior methods of division of labor and economical use of time. Three clerks can make more judicious divisions of time; four may still more advantageously.

Application of these principles can readily be made to the measurement of all service.

Ascertainment of the actual number of pieces handled being the basis of measurement, opinions greatly differ as to the proper method of computation, and whether it shall be by *actual count* or *weight*. It is assumed as a general custom that for each pound of first-class matter 40 pieces should be counted, in second-class matter 5 pieces, to the pound. Tradition and custom in the Railway Mail Service fix 40 letters for each package tied out. To an actual count the objections of use of considerable time, aptness of stampers to make incorrect count, and the fears that the count will show the result in accord with inclination of employes rather than statistical data of reliability, are made. To measure by weight removes some objections, but increases others.

The computations necessary in order to apply the several methods of measurement are necessarily complex, requiring careful study and considerable time; hence I am not prepared to submit other than the foregoing outline.

I am unable to define other than in a general way the duties properly devolving upon a postmaster at an office of the second class. It is objectionable that they shall be known simply as those of "general supervision," as the term may imply much or nothing. It is impracticable to assign to such an officer a specific duty, as money-order or registry; or a general duty, as aiding in the receipt, delivery, and dispatch of mails. Hence it seems best that his duties be not fixed, but that they shall embrace assistance in each and all of the branches of his office at opportune times, and to such extent as its business shall demand, leaving to him, as is now the case, discretion as to whether he shall perform a specific or general duty.

SECTION VI.—*Compensation of employes.*

The equitable proportion of cost of supervision is 12 per cent., and of operation 88 per cent.

In adjusting compensation of postal employes decided consideration should be given to the precedent fixed by usage of representative business establishments. An inspector, called upon to inquire into the salaries of employes, will invariably, at the outset, have brought to his attention by the postmaster the average position his force bears to that of the average employe of a leading business house, and the illustration must strike one as pertinent, and entitled to a marked degree of consideration. The Government employe should receive equal compensation with other persons engaged corresponding hours and having similar responsibility, but I cannot present a reason why this compensation should be greater or less.

REMARKS.

I have no confidence that a commission can arrive at a satisfactory solution of this subject, or can demonstrate, by practical example, the degree of success or failure of those methods subjected to thorough tests. I think that an individual, having experience in all departments of the service, exceptionally capable in the way of observing the methods of men and of good judgment in discovering and correcting objectionable methods of service, might in reasonable time meet the difficulties thus far encountered, and finally solve the problem. Difference of opinion, honest and well-meaning as it may be, tends to retard the progress of such a measure. One mind, having in view the ends to be gained and the means to be employed, must reach the object through harmonious methods.

Selecting one of the leading offices of the country (let it be of an extreme character, whether the best managed or showing the most unsatisfactory condition of service), it is suggested that, providing such a person with authority both specific and ample, a test be made at that office of the general methods proposed by this commission. Eliminating the methods found to be impracticable, but preserving those shown to be valuable, let a further test be made at a second office presenting certain dissimilar features, thus carrying forward to final success, if possible, by practical demonstration, the measure of service and plan of organization found to be most worthy of adoption.

Respectfully submitted,

JAMES T. METCALF,
Inspector.

SUMMARY OF PRESENT CONDITION OF WORK OF THE COMMISSION.

The commission agrees in a general way on the following points: (1) The service required. (2) Organization of post-offices. (3) Classification of post-offices.

The commission has under process of speedy adjustment, and has given largely of its time to: (4) Classification of employes.

It finds, as possibly the most difficult problem, and likely to involve greater research: (5) Measurement of service of employes. (6) Compensation of employes. (the latter the less difficult).

Attention has been given incidentally, as being of minor importance, to: (7) Forms of rendering reports.

Post-office at _____, State of _____, Second (Mailing) Division.
 Statement of mail matter originating at this office and handed in transit during the month of _____, 188-.

Date.	First-class mail.										Second-class mail.				Third-class mail.				Fourth-class mail.				Mail handled in transit.					Total all classes.		Mails dispatched.				
	(Col. 1.)	(Col. 2.)	(Col. 3.)	(Col. 4.)	(Col. 5.)	(Col. 6.)	(Col. 7.)	(Col. 8.)	(Col. 9.)	(Col. 10.)	(Col. 11.)	(Col. 12.)	(Col. 13.)	(Col. 14.)	(Col. 15.)	(Col. 16.)	(Col. 17.)	(Col. 18.)	(Col. 19.)	(Col. 20.)	(Col. 21.)	(Col. 22.)	(Col. 23.)	(Col. 24.)	(Col. 25.)	(Col. 26.)	(Col. 27.)	(Col. 28.)	(Col. 29.)	(Col. 30.)				
	Weight of letter mail.	Weight of letter mail.	Weight of letter mail.	Weight of postal cards.	Letter packages tied out at distributing cases.	Weight of letter packages tied out at distributing cases.	Letter packages tied out at separating cases.	Weight of letter packages tied out at separating cases.	Pieces of second-class mail.	Weight of second-class mail.	Pieces of circular mail.	Weight of circular mail.	Pieces of other third-class mail.	Weight of other third-class mail.	Pieces of merchandise.	Weight of merchandise.	Pieces letters, postal cards, circulars.	Weight of letters, postal cards, circulars.	Pieces second, third, and fourth class mail.	Weight of second, third, and fourth class mail.	Total pieces handled.	Total weight.	Tonches dispatched.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	Sacks of paper mail dis-patched.	(Col. 26.)	(Col. 28.)	Weight of paper mail dis-patched.		
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5.....																																		
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30.....																																		
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Total.....																																		

I certify on honor that all the items included in this Special Report are correctly given to the best of my knowledge and belief.

Postmaster.

[Indorsement.]

SECOND (MAILING) DIVISION.

POST-OFFICE AT _____

State of _____

Statement of mail matter originating at this office and handled in transit during the month of _____, 188-.

Post-office at _____, State of _____, Third (City Delivery) Division.
 Statement of mail received for local delivery and delivered by carriers, through the general delivery and lock-boxes during month of _____, 188-.

Date.	Received.										Delivered.						
	(Col. 1.) Letters received from other offices for delivery.	(Col. 2.) Weight of letters received from other offices for delivery.	(Col. 3.) Other articles of mail matter received from other offices for delivery.	(Col. 4.) Weight of other articles received from other offices for delivery.	(Col. 5.) Drop of local letters received for delivery.	(Col. 6.) Weight of drop of local letters received for delivery.	(Col. 7.) Other articles of mail matter mailed at this office for local delivery.	(Col. 8.) Weight of other articles of mail matter mailed at this office for local delivery.	(Col. 9.) Total letters received for delivery.	(Col. 10.) Weight of letters received for delivery.	(Col. 11.) Letters delivered through general delivery.	(Col. 12.) Other articles of mail matter delivered through general delivery.	(Col. 13.) Letters delivered through call and lock boxes.	(Col. 14.) Other articles of mail matter delivered through call and lock boxes.	(Col. 15.) Letters delivered by carriers.	(Col. 16.) Other articles delivered by carriers.	(Col. 17.) Total pieces in all classes delivered.
1																	
2																	
3																	
Etc.....																	
30																	
31																	
Total.																	

NOTE.—The item "letters" in columns 1, 2, 5, 6, 9, 10, 11, 13, and 15, includes postal-cards and circulars; and the item "other articles," in columns 3, 4, 7, 8, 12, 14, and 16, includes all third-class matter (except circulars) and fourth-class matter.

Total number of call-boxes in office
 Total number of lock-boxes in office

I certify on honor that all the items included in this special report are correctly given, to the best of my knowledge and belief.
 [Indorsement.] _____, Postmaster.

THIRD (CITY DELIVERY) DIVISION.
 POST OFFICE AT _____, State of _____.
 Statement of mail received for local delivery and delivered by carriers through the general delivery and lock-boxes during the month of _____, 188-.

Post office at _____, State of _____, Fourth (Registry) Division.
 Statement of registered mail matter originating at this office and handled in transit during month of _____, 188-.

Date.	Mailed and dispatched.										Received for delivery.				Total. (Col. 16.)
	(Col. 1.) (Col. 2.)	(Col. 3.) (Col. 4.)	(Col. 5.) (Col. 6.)	(Col. 7.) (Col. 8.)	(Col. 9.) (Col. 10.)	(Col. 11.) (Col. 12.)	(Col. 13.) (Col. 14.)	(Col. 15.) (Col. 16.)	(Col. 17.) (Col. 18.)	(Col. 19.) (Col. 20.)	(Col. 21.) (Col. 22.)	(Col. 23.) (Col. 24.)	(Col. 25.) (Col. 26.)		
	Letters registered.	Registered letters returned to writer, unclaimed.	Registered letters returned to the Dead-Letter Office.	Registered letters sent to parcels, third and fourth class matter, registered.	Registered letters and parcels registered and forwarded.	Registered packages made up and forwarded.	Registered packages received in transit.	Total registered packages forwarded.	Through registered pouches and inner registered sacks made up at this office.	Through registered pouches and inner registered sacks handled in transit.	Registered pouches and inner registered sacks addressed to this office, received.	Registered pouches and inner registered sacks addressed to this office, received.	Registered letters received for delivery.	Registered parcels of third and fourth class matter received for delivery.	Total registered letters, parcels, packages, Through registered pouches and inner registered sacks handled.
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Total.....															

I certify on honor that all the items included in this special report are correctly given, to the best of my knowledge and belief.

Postmaster.

[Indorsement.]

FOURTH (REGISTRY) DIVISION.

Post-Office at _____, State of _____,
 Statement of mail matter originating at this office and handled in transit, during month of _____, 188-.

WASHINGTON CITY POST-OFFICE,
October 13, 1887.

WALLACE P. RYON,
P. O. Inspector, Washington, D. C. :

SIR: In response to your request I herewith transmit an explanation of the system of keeping the postal account at this office.

The method formerly in vogue consisted in having pass-books or accounts between the cashier's office and the various stamp clerks, superintendents of stations, and other parties handling the funds of the office. Upon these various pass-books whatever stamps, etc., were drawn upon requisitions were charged, and the sums paid in at odd times credited. When, therefore, the postmaster or the Department desired to ascertain the financial condition of the office, it was not only necessary to count the money and stamps, etc., on hand in the cashier's office, but to count also the various and odd lots of stamps, envelopes, and money in the hands of all the various stamp clerks, superintendents of stations, etc., and, in addition, to count all unpaid charges upon letters, etc., in the hands of the box clerks, general delivery, and letter-carrier divisions; an action obviously not only very troublesome, and therefore seldom resorted to, but requiring, for the proper accommodation of the public, several thousand dollars, for which the postmaster was responsible, to remain in the hands of various employés. It was impossible for the stamp clerk in the cashier's office to make out an accurate monthly report of sales of stamps without a summation of all outstanding accounts, and the practice was to report the amount delivered from the office upon the proper report, and make a foot-note, deducting from the amount as shown delivered the amount of unaccounted sales as obtained by balancing all outstanding pass-books. Such a system was not only awkward, but attended with great risk.

Upon the appointment of Hon. Thomas L. Tulloch, late postmaster, as assistant postmaster and cashier, a gradual reform was instituted and the present system developed. Its one aim is to simplify all accounts, and make them brief, simple, and easy of comprehension, and to abridge and protect the responsibility of the postmaster wherever possible. One of the first steps towards this result was the adoption by the Department of the postage-due stamp, which enabled the closing of all "overcharged and undercharged" accounts. The principal one, however, was the adoption of a regulation requiring every stamp envelope, newspaper and postage-due stamp clerk, and all superintendents of stations to furnish from their own pockets all money required in the transaction of their business. By this regulation not only were all pass-books and accounts done away with, with their necessary accompanying book-keeping; but no funds for which the postmaster was responsible remained in any hands except his cashier's, and the monthly report of stamps, etc., delivered from his office was at the same time a true report of stamps, etc., sold and money collected. The accounts then became simply a record of cash receipts and disbursements, and the balance of the cash-book at any time showed the balance due the United States and the liability of the postmaster, which a count of the cash soon verified.

The system can be practically shown as follows :

With all the requisitions for stamps, etc., delivered to superintendents of stations and stamp clerks by whom the public are served, the full amount of cash is required to accompany the order. For all newspaper and postage-due stamps the full amount of cash is also required to accompany the order. The postage-due stamp clerk furnishes all carriers and clerks with postage-due stamps without liability to the postmaster. The clerk having charge of mail matter forwarded to Dead-Letter Office also purchases with his own money all stamps used upon said matter, and upon the receipt of his approved statement from the superintendent of said office presents the same to the cashier, and the amount so approved is refunded. All old material is sold per quarter to the highest bidder. An estimate is made before delivery, and the purchasing party required to make deposit covering the estimated amount. All surplus money is deposited with the United States Treasurer subject to check, and at the end of a fiscal quarter the unexpended balance equals the balance due the United States, and is so transferred.

The following books are used :

(1) *Counter cash-book*.—In this book every transaction at counter is recorded informally, in pencil or otherwise, and is balanced, and the balance verified by count of cash each night.

(2) *Postal-account book*.—The entries in this book are made by transferring formally and in convenient shape the items of Book No. 1, and should consist only of complete transactions, ready for transfer to the quarterly accounts, and a balance of it at any time shows the balance due the United States.

(3) This is a detailed record of stamps, envelopes, etc., received and delivered, and a balance of it at any time shows in detail the stock on hand and sold. At the close

of each month the balance corresponds with the monthly report to the Department, and the sales equal the cash receipts from stamp clerks, etc., as shown in Book No. 2.

These three books comprise all absolutely necessary for the use of the office. It is found expedient to have in an office of this size a record of allowances, and all payments are checked off in same.

Book No. 1 is balanced daily, and can be entered daily in Nos. 2 and 3, and the quarterly accounts kept up from day to day upon their proper blanks, or the transfer from No. 1 can be made weekly, or as convenient.

I inclose herewith an example of a day's work, comprising typical entries and their treatment.

Book No. 1.—Upon opening the office the imaginary balance of \$1,125.74 is the balance of the preceding night and represents cash in safe. A requisition is received from Stamp Clerk McClellan for \$737.20, with accompanying cash. D. Dreyfuss deposits \$40 on purchase of old material, subject to weighing. Annie Smith is paid \$8.42 for washing towels, on a yearly allowance of \$100. Stamp Clerk Baker orders special-request envelopes, \$21.80, and sends cash with order; also turns in his stock of spoiled and redeemed envelopes, for which he is paid \$65.69, and envelopes forwarded to stamp division, Post-Office Department, for necessary credit. Stamp Clerk Thomas draws and pays for \$335.60 newspaper stamps. Gas Company paid \$138.88 for lighting. De Saules, clerk in charge of matter forwarded to Dead-Letter Office, presents approved accounts from said office for \$15.25 postage-due stamps, which he has previously bought with his own funds, and the amount is refunded him. Special-delivery messengers paid off, \$205.36. Postmaster draws salary, \$421.20—\$5,000 per annum. Stamp Clerk Thomas purchases \$30 postage-due stamps. \$1,000 surplus funds is deposited in Treasury. Report of old material having been received, the quantity delivered is found to amount to \$30.02, and \$9.98 is refunded Dreyfuss from his deposit. Balance of \$426.56 is called for at close of day and verified by count of cash.

Book No. 2.—Imaginary balances brought forward and day's work posted up from Book No. 1. Requisitions for stamps, etc., transferred together, and total, \$1,125.60 entered. The sale of old material, \$30.02, transferred, only the completed transaction made a matter of record. Payment, Annie Smith, \$8.42, transferred. Post-Office Department charged with \$65.69 spoiled envelopes, forwarded for credit. Payment to Gas Company, \$138.88, transferred. Amount of \$15.25, approved account from Dead-Letter Office, charged to same. Pay-rolls, \$205.36, transferred; also salary of postmaster, \$421.20. The amount of \$1,426.56 balances the account, and shows also the amount due the United States and the total liability of the postmaster, and is met by \$426.56 in safe and \$1,000 on deposit in Treasury.

Book No. 3.—Requisition \$737.20 from McClellan, after being transferred to book 2, is entered in book 3. Stamps, etc., \$450, on sheet 3. Envelopes, etc., \$287.20, on sheet 4. Special request, \$21.80, is also entered on sheet No. 3. Newspaper stamps, \$335.60, entered in detail sheet No. 2, and then gross number of stamps, 421, and amount, \$335.60, entered on sheet 3. Postage-due stamps, \$30, entered in detail sheet No. 1, and then gross number, 2,350, and amount, \$30, entered on sheet 3. A balance of sheet 3 shows record of sales of stamps, etc., during the day and amounts to \$816.60. A balance of sheet 4 shows record of envelopes, etc., sold during the day and amounts to \$309. These two sums amount to \$1,125.60, and by reference to book No. 2 that is shown to be the total amount of cash sales during the day.

The same system holds good for close of month and close of quarter, showing all transactions in both detail and aggregate.

This system of postal accounts requires no particular knowledge of book-keeping, and the many checks cause a mistake to be discovered and remedied. The cash liability of the postmaster can be ascertained from day to day with the books properly posted, and also whether he has the necessary funds on hand equal to said liability. Whatever other supplementary accounts may be necessary can readily be originated as occasion demands, and their results only entered in book No. 2.

Respectfully,

SEYMOUR W. TULLOCH,
Cashier.

[Book No. 1.]

Tuesday, August 30, 1887.

	Received.	Paid.
Balance forward	\$1,125.74	
McClellan, stamps, etc	737.20	
D. Dreyfuss, deposit old material	40.00	
Annie Smith, washing towels		\$8.42
Baker, special request	21.80	
Baker, damaged envelopes		65.69
Thomas, newspaper stamps	330.00	
Washington Gas Company, lighting		138.88
De Saules, D. L. O., postage-due stamps		15.25
Pay-rolls, special-delivery messengers		205.36
Frank B. Conger, P. M., salary		421.20
Thomas, postage due-stamps	30.00	
Deposit U. S. Treasury		1,000.00
D. Dreyfuss, 1,390 pounds canvas, at \$2.16 cwt. (\$30.02), balance, deposit returned		9.98
Balance		426.56
	2,291.34	2,291.34
Cash on hand	\$426.56	
Deposit, Treasury	1,000.00	
		\$1,426.56

(No. 1506.)

Requisition for stamps and stamped envelopes.

POST-OFFICE, WASHINGTON, D. C., August 30, 1887.

STAMPS.		
10,000	One-cent	
	Two-cent	\$200.00
	Three-cent	
	Four-cent	
	Five-cent	
	Six-cent	
	Ten-cent	
	Ten-cent, special delivery	
	Fifteen-cent	
	Thirty-cent	
25,000	Ninety-cent	
	Postal cards, 1-cent	250.00
	Postal cards, 2-cent, international	
		450.00
ENVELOPES.		
1,000	3½ by 5½ inches:	
	One-cent, No. 3, first, white or amber	11.00
	Two-cent, No. 3, first, white or amber	
	Two-cent, No. 3, 2d quality, oriental buff or blue, \$2.12; 3d quality, plain manilla or amber, \$2.10	
5,000	One-cent, No. 4, manilla, plain manilla	
	3½ by 5½ inches:	
	One-cent, No. 4½, first, white or amber	
	One-cent, No. 4½, third, plain manilla or amber	
5,000	Two-cent, No. 4½, first, white or amber	109.00
	Two-cent, No. 4½, 2d quality, oriental buff or blue, \$2.14; 3d quality, plain manilla or amber, \$2.10	
	Five-cent, No. 4½, first, white or amber	
	3½ by 6½ inches:	
3,000	Two-cent, No. 5, first, white or amber	110.00
	Two-cent, No. 5, 2d quality, oriental buff or blue, \$2.16; 3d quality, plain manilla or amber, \$2.12	
	Four-cent, No. 5, first, white or amber	
	Four-cent, No. 5, third, plain manilla or amber	
3,000	Five-cent, No. 5, first, white or amber	
	One-cent, No. 6, manilla, plain manilla	33.00
	3½ by 6½ inches:	
	Two-cent, No. 9, first, white or amber	
1,000	Two-cent, No. 9, 2d quality, oriental buff or blue, \$2.18; 3d quality, plain manilla or amber, \$2.14	
	Four-cent, No. 9, first, white or amber	
	Four-cent, No. 9, third, plain manilla or amber	
	3½ by 8½ inches:	
1,000	Two-cent, No. 7, first, white or amber	23.00
	Two-cent, No. 7, 2d quality, oriental buff or blue, \$2.20; 3d quality, plain manilla or amber, \$2.16	
	Four-cent, No. 7, third, plain manilla or amber	
	4½ by 10½ inches:	
1,000	Two-cent, No. 8, first, white or amber	
	Two-cent, No. 8, 2d quality, oriental buff or blue, \$2.28; 3d quality, plain manilla or amber, \$2.18	
	Four-cent, No. 8, third, plain manilla or amber	
	One-cent, No. 12, 5½ by 9½ inches, manilla, plain manilla (newspaper wrappers)	
1,000	Two-cent, No. 12, 5½ by 9½ inches, manilla, plain manilla (newspaper wrappers)	
		287.20
NOTE ENVELOPES.		
Two-cent, No. 1, 2½ by 5½ inches, first, white		
Two-cent, No. 2, 3½ by 5½ inches, first, white or amber		
Two-cent, No. 10, 4½ by 4½ inches, first, white		
One-cent, No. 11, 4½ by 5½ inches, first, white		
Two-cent, No. 11, first, white		
		737.20

MCCLELLAN,
Stamp Clerk.

(No. 1500.)

Requisition for stamps and stamped envelopes.

POST-OFFICE, WASHINGTON, D. C., August 30, 1887.

STAMPS.		
One-cent	.....
Two-cent	.....
Three-cent	.....
Four-cent	.....
Five-cent	.....
Six-cent	.....
Ten-cent	.....
Ten-cent, special delivery	.....
Fifteen-cent	.....
Thirty-cent	.....
Ninety-cent	.....
Postal cards, 1-cent	.....
Postal cards, 2-cent, international	.....
ENVELOPES.		
3½ by 5½ inches:		
One-cent, No. 3, first, white or amber	.....
Two-cent, No. 3, first, white or amber	.....
Two-cent, No. 3, 2d quality, oriental buff or blue, \$2.12; 3d quality, plain manilla or amber, \$2.10	.....
One-cent, No. 4, manilla, plain manilla	.....
3½ by 5½ inches:		
One-cent, No. 4½, first, white or amber	.....
One-cent, No. 4½, third, plain manilla or amber	.....
Two-cent, No. 4½, first, white or amber	.....
Two-cent, No. 4½, 2d quality, oriental buff or blue, \$2.14; 3d quality plain manilla or amber, \$2.10	.....
Five-cent, No. 4½, first, white or amber	.....
3½ by 6⅞ inches:		
Two-cent, No. 5, first, white or amber	.....
Two-cent, No. 5, 2d quality, oriental buff or blue, \$2.10; 3d quality, plain manilla or amber, \$2.12	.....
Four-cent, No. 5, first, white or amber	.....
Four-cent, No. 5, third, plain manilla or amber	.....
Five-cent, No. 5, first, white or amber	.....
One-cent, No. 6, manilla, plain manilla	.....
3½ by 6½ inches:		
Two-cent, No. 9, first, white or amber	.....
Two-cent, No. 9, 2d quality, oriental buff or blue, \$2.18; 3d quality, plain manilla or amber, \$2.14	.....
Four-cent, No. 9, first, white or amber	.....
Four-cent, No. 9, third, plain manilla or amber	.....
3½ by 8½ inches:		
Two-cent, No. 7, first, white or amber	.....
Two-cent, No. 7, 2d quality, oriental buff or blue, \$2.26; 3d quality, plain manilla or amber, \$2.10	.....
Four-cent, No. 7, third, plain manilla or amber	.....
4½ by 10⅞ inches:		
Two-cent, No. 8, first, white or amber	.....
Two-cent, No. 8, 2d quality, oriental buff or blue, \$2.28; 3d quality, plain manilla or amber, \$2.18	.....
Four-cent, No. 8, third, plain manilla or amber	.....
One-cent, No. 12, 5½ by 9⅞ inches, manilla, plain manilla (newspaper wrappers)	.....
Two-cent, No. 12, manilla, plain manilla (newspaper wrappers)	.....
NOTE ENVELOPES.		
Two-cent, No. 1, 2½ by 5½ inches, first, white	.....
Two-cent, No. 2, 3½ by 5½ inches, first, white or amber	.....
Two-cent, No. 10, 3½ by 4½ inches, first, white	.....
One-cent, No. 11, 4½ by 5½ inches, first, white	.....
Two-cent, No. 11, first, white	.....

1,000

\$21.50

(Return to box 324. Ten days.)

BAKER,
Stamp Clerk.

Newspaper and periodical postage-stamps.

Number.	Denomination.	Amount.
100	One (1) cent	\$1.00
100	Two (2) cent	2.00
30	Four (4) cent	1.20
20	Six (6) cent	1.20
30	Eight (8) cent	2.40
30	Ten (10) cent	3.00
20	Twelve (12) cent	2.40
20	Twenty-four (24) cent	4.80
	Thirty-six (36) cent	
	Forty-eight (48) cent	
10	Sixty (60) cent	6.00
10	Seventy-two (72) cent	7.20
	Eighty-four (84) cent	
20	Ninety-six (96) cent	19.20
10	One dollar and ninety two (\$1.92) cent	19.20
7	Three (\$3) dollar	21.00
3	Six (\$6) dollar	18.00
	Nine (\$9) dollar	
9	Twelve (\$12) dollar	108.00
	Twenty-four (\$24) dollar	
	Thirty-six (\$36) dollar	
	Forty-eight (\$48) dollar	
2	Sixty (\$60) dollar	120.00
421	Total	368.60

August 30, 1887.

THOMAS,
Newspaper Stamp Clerk.

(No. 1506.)

Requisition for stamps and stamped envelopes.

POST-OFFICE, WASHINGTON, D. C., August 30, 1887.

		STAMPS.	
2,100	One-cent.....		\$21.00
200	Two-cent.....		4.00
	Three-cent.....		
	Four-cent.....		
	Five-cent.....		
	Six-cent.....		
50	Ten-cent.....		5.00
	Ten-cent special delivery.....		
	Fifteen-cent.....		
	Thirty-cent.....		
	Ninety-cent.....		
	Postal-cards, 1-cent.....		
	Postal-cards, 2-cent, international.....		
2,350			30.00
(Across the face.) Postage-due stamps.			
ENVELOPES.			
	3½ by 5½ inches:		
	One-cent, No. 3, first, white or amber.....		
	Two-cent, No. 3, first, white or amber.....		
	Two-cent, No. 3, 2d quality, oriental buff or blue, \$2.12; 3d quality, plain manilla or amber, \$2.10.....		
	One-cent, No. 4, manilla, plain manilla.....		
	3½ by 5½ inches:		
	One-cent, No. 4½, first, white or amber.....		
	One-cent, No. 4½, third, plain manilla or amber.....		
	Two-cent, No. 4½, first, white or amber.....		
	Two-cent, No. 4½, 2d quality, oriental buff or blue, \$2.14; 3d quality plain manilla or amber, \$2.10.....		
	Five-cent, No. 4½, first, white or amber.....		
	3½ by 6½ inches:		
	Two-cent, No. 5, first, white or amber.....		
	Two-cent, No. 5, 2d quality oriental buff or blue, \$2.16; 3d quality plain manilla or amber, \$2.12.....		
	Four-cent, No. 5, first, white or amber.....		
	Four-cent, No. 5, third, plain manilla or amber.....		
	Five-cent, No. 5, first, white or amber.....		
	One-cent, No. 6, manilla, plain manilla.....		
	3½ by 6½ inches:		
	Two-cent, No. 9, first, white or amber.....		
	Two-cent, No. 9, 2d quality oriental buff or blue, \$2.18; 3d quality plain manilla or amber, \$2.14.....		
	Four-cent, No. 9, first, white or amber.....		
	Four-cent, No. 9, third, plain manilla or amber.....		
	3½ by 8½ inches:		
	Two-cent, No. 7, first, white or amber.....		
	Two-cent, No. 7, 2d quality oriental buff or blue, \$2.26; 3d quality plain manilla or amber, \$2.16.....		
	Four-cent, No. 7, third, plain manilla or amber.....		
	4½ by 10½ inches:		
	Two-cent, No. 8, first, white or amber.....		
	Two-cent, No. 8, 2d quality oriental buff or blue, \$2.28; 3d quality plain manilla or amber, \$2.18.....		
	Four-cent, No. 8, third, plain manilla or amber.....		
	One-cent, No. 12, 5½ by 9¼ inches, manilla, plain manilla (newspaper wrappers).....		
	Two-cent, No. 12, manilla, plain manilla (newspaper wrappers).....		
NOTE ENVELOPES.			
	Two-cent, No. 1, 2½ by 5½ inches, first, white.....		
	Two-cent, No. 2, 3½ by 5½ inches, first, white or amber.....		
	Two-cent, No. 10, 3½ by 4½ inches, first, white.....		
	One-cent, No. 11, 4½ by 5½ inches, first, white.....		
	Two-cent, No. 11, first, white.....		

THOMAS
Postage-due Stamp Clerk.

[Book No. 2.]

Postal account, Washington City post-office.

Date.		Received.	Paid.
1887. Aug. 30	Brought forward	\$77,731.63	\$76,605.89
	Requisition for stamps, etc:		
	McClellan.....	\$737.20	
	Baker.....	21.80	
	Thomas.....	336.60	
	Thomas.....	30.00	
		1,125.60	
	D. Dreyfuss 1,390 pounds canvas, at \$2.16 cwt	30.02	
	Annie Smith, washing towels.....		8.42
	Post-Office Department, damaged envelopes redeemed, forwarded to stamp division for credit.....		65.69
	Washington Gas Company, lighting.....		138.88
	Dead-Letter Office, postage-due stamps.....		15.25
	Pay-rolls, special delivery.....		205.36
	Frank B. Conger, postmaster, salary.....		421.20
	Balance due United States.....		1,426.56
		78,887.25	78,887.25

[Book No. 3—Sheet No. 1.]

Postage-due stamp account.—Washington City post-office.

		1-cent.	2-cent.	5-cent.	10-cent.	30-cent.	50-cent.	Amount.
1887. Aug.—	Brought forward.....							
	Thomas.....	2,100	200		50			\$30.00

A new edition of this page, on account of the limited number of denominations, should be doubled in capacity by duplicate ruling of same, using the present blank space for that purpose.

[Book No. 3—Sheet No. 2.]

Newspaper stamp account.—Washington City post-office.

		1-cent.	2-cent.	4-cent.	6-cent.	8-cent.	10-cent.	12-cent.	24-cent.	36-cent.	48-cent.	60-cent.	72-cent.	84-cent.	96-cent.	102-cent.	\$3.	\$6.	\$9.	\$12.	\$24.	\$36.	\$48.	Amount.
1887. Aug. 30	Brought forward.....																							
	Thomas.....	100	100	30	20	30	20	20	20		10	10		20	10	7	3		9		2			\$338.60

A new edition of this page should transfer the two blank spaces to the right and head them in the proper places for \$36 and \$48 denominations.

[Book No. 3—Sheet No. 3.]

Postage-stamp account, Washington City post-office.

		1-cent.	2-cent.	4-cent.	5-cent.	10-cent.	15-cent.	30-cent.	90-cent.	10 special de-livery.	International postal-cards.	Postal-cards.	Postage-due stamps.	Newspaper stamps.	Amount.
1887. Aug. 30	Am't forward														
	McClellan		10,000									25,000			\$450.00
	Thomas												2,350	421	336.50
	Do														30.00
		10,000										25,000	2,350	421	816.60

[Book No. 3—Sheet No. 4.]

Stamped-envelopes account, Washington City post-office.

		No. 1, 2-cent, 1st qual.	No. 3, 1-cent, 1st qual.	No. 2, 2-cent, 1st qual.	No. 3, 2-cent, 1st qual.	No. 4, 1-cent circulars.	No. 4, 2-cent, 1st qual.	No. 5, 1-cent, qual.	No. 5, 2-cent, qual.	No. 5, 2-cent, 1st qual.	No. 6, 1-cent circulars.	No. 7, 2-cent, 1st qual.	No. 8, 1-cent, qual.	No. 8, 2-cent, qual.	Letter-sheet envelopes.	1-cent newspaper wrappers.	2-cent newspaper wrappers.	Amount.
1887. Aug. 30	Brought forward																	
	McClellan		1,000				5,000			5,000	3,000	1,000						\$287.20
	Baker, special register, Box 324					1,000												21.30
		1,000				6,000				5,000	3,000	1,000						309.00

[Circular letter.]

POSTMASTER,

SIR: The Department is desirous of obtaining as soon as possible accurate information in regard to the amount and details of the business conducted at your office, and for that purpose the accompanying blank forms of special report are forwarded to you, both of which you will please fill up, and, after certifying, over your own signature, to its correctness, forward one of them (as per instructions at the head of Part 1) by registered mail, addressed to

Very respectfully,

POST-OFFICES OF THE FIRST AND SECOND CLASSES.
 EXHIBIT A.—Suggesting the probable necessary organization and division and assignment of supervisory and operating force—Continued.

Service.	Employees.			Post-offices.				
	Officers. (Supervision.)	Subordinates. (Operation.)	Special.	First-class grades.				Second class.
	2	3		A	B	C	D	
General divisions of service.			4	5	6	7	8	9
Executive: Supervision	Postmaster	Clerks						
	Assistant postmaster	Clerks						
Correspondence and record: Supervision	Chief clerk	Correspondence clerk						
Operation								
Inquiry, search, and irregular mail: Supervision	Superintendent	Inquiry clerk						
Operation	Assistant superintendent	Clerks						
Supplies: Supervision	Storekeeper	Supplies clerk						
Operation								
Printing: Supervision	Foreman	Compositors						
Operation		Pressmen						
Instructions and information: Supervision	Assistant superintendent	Clerks						
Operation								
Miscellaneous: Repair and preservation		Street box inspector						
		Machinist						
Protection: Mail lobby		Doormen						
Stamp supplies		Watchmen						
Cleaning: Supervision	Janitor	Cleaners						
Operation		Waste sorter						
Waste								

SUPERVISORY.

Internal service.

EXHIBIT A.—Suggesting the probable necessary organization and division and assignment of supervisory and operating force—Continued.

Service.	Employees.		Post-offices.					
	Officers. (Supervision.)	Subordinates. (Operation.)	Spec. clal.	A	B	C	D	Second class.
General divisions of service.								
1	3	3	4	5	6	7	8	9
ACCOUNT	(Accounting: Receipts and disbursements: Supervision Operation Postage supplies Accounts: Supervision Operation	Cashier Assistant cashier Stock keeper Assistant stock keeper Chief accountant Chief clerk						
DISPATCH	(Dispatch: Transportation (wagon or mail-messenger service): Supervision Foreign mails Inland mails Delivery mails Bulk mail transfer within office Foreign mails Inland mails Printed matter: Supervision Operation Delivery mails Postage supplies Mail equipment: Supervision Operation Mail slips and labels: Supervision Operation	Assistant superintendent Head dispatcher Head porters Head porters Head clerk Head clerk	Clerk Telephone-switch clerk Dispatcher Dispatchers do do Porters Porters do do Clerk Porters Label clerks					Internal service.

Distribution: Supervision	General superintendent Superintendent Superintendent of mails Chief distribution clerk	Special correspondence Clerks Routine correspondence Clerks Mail clerk Distributors	Internal service.
Operator	Assistant superintendents Tour chief clerks	Mail openers Window clerk Facers	
Inland mail branch: Letters and circulars: Supervision	Head separators Head distributors	Stamp keeper Stampers	
Mail opening Drop	Head pouchers	Separators Distributors	
Postmarking: Supervision Operation Separation	Assistant superintendents	Pouchers Cancelers	
Supervision Operation Distribution: Supervision Operation Pouching	Head separators Head distributors	Separators Distributors	
Operation Supervision	Head pouchers	Pouchers	
Printed and package mail: Supervision Cancellation Separation	Assistant superintendents	Cancelers	
Supervision Operation Distribution: Supervision Operation Foreign mail branch: Supervision	Head separators Head distributors Assistant superintendent Tour chief clerks	Separators Distributors	
Letters and circulars: Postmarking Distribution Other matters: Cancellation Distribution: Supervision Operation	Head distributors	Stampers Distributors Cancelers Distributors	
		Accountant Clerks	
		Distributors	

DISTRIBUTION.

EXHIBIT A.—Suggesting the probable necessary organization and division and assignment of supervisory and operating force—Continued.

Service.	Employés.		Post-offices.					Second class.
	Officers. (Supervision.)	Subordinates. (Operation.)	First-class grades.					
			Spec. cl.	A	B	C	D	
General divisions of service.								
1	2	3	4	5	6	7	8	9
Delivery: Supervision.....	General superintendent. Superintendent.....							
Sortation.....	Assistant superintendent. Chief delivery clerk.....							
Letters and circulars: Mail opening..... Postmarking..... Sortation.....								
Newspapers: Cancellation..... Sortation..... Supervision..... Operation.....								
Delivery: Lock box..... Special or bank window..... Carrier..... Supervision.....								
General delivery: Supervision..... Operation.....								
Newspaper: Special delivery..... Irregular mail.....								
								Window service.

DELIVERY.

		Window Service.	
Registry: Supervision	General superintendent Superintendent Chief registry clerk	Registry window clerk Correspondence clerk Searchers Interpreter Clerks	==
Receiving and forwarding: Bulk mails (through pouches and package envelopes): Supervision Operation Pouch opening Package envelope opening	Assistant superintendents Head dispatchers	Dispatchers Pouch openers Package envelope openers Package envelope examiners	==
Articles of mail: Supervision Operation Inspection Numbering Record entry Separation Distribution: Domestic: Supervision Operation Foreign: Supervision Operation Sortation: Carrier Branch Delivery: Supervision Operation Closing for dispatch: Supervision Operation	Chief receiving clerk Head distributors Chief distributor	Receipt clerk Receiving clerk Inspectors Numberers Entry clerks Separators Distributors Distributors Sorters Sorters Delivery clerks Punchers	==
Money-orders: Supervision Operation	General superintendent Superintendent Chief money-order clerk Cashier Assistant cashier	Book-keeper Correspondence clerk Inquiry Searcher	==

EXHIBIT A.—Suggesting the probable necessary organization and division and assignment of supervisory and operating force—Continued.

Service.	Employees.			Post-office.				
	Officers. = (Supervision.)	Subordinates. — (Operations.)	Special.	First-class grades.				Second class.
				A	B	C	D	
General divisions of service.	2	3	4	5	6	7	8	9
1								
(Money-orders: Operation		Interpreter Sorter Clerks Money-order window clerk						
Issuing and paying: Domestic: Supervision	Chief clerk	Issuing clerks Examiners						
Issuing		Issuing clerks Examiners						
Paying								
International: Issuing								
Paying								
Statement: Supervision	Head statement clerk	Statement clerk						
Operation								
Exchange branch: Supervision	Chief clerk	Certifiers						
Operation		List writers Copyists						
Certification: Lists								
Revenue: Sales of postage-stamps, etc.: Branch office supplies		Branch supply clerk						
Wholesale branch: Supervision	Chief clerk	Wholesale stamp clerks Stamp window clerks						
Operation								
Retail windows								
Collection of second class mail postage: Supervision	Superintendent	Weighing clerks						
Operation								
Mail inspection and rating of due postage: Supervision	Superintendent	Inspectors Sorters Stampers						
Operation								Window delivery.
MONEY-ORDERS—continued.								
REVENUE.								

EXHIBIT B.—*Statement of details of the several divisions of post-office service.*

EXECUTIVE DIVISION.

This comprehends the several duties of general supervision over all divisions, branches, and departments of the office; the supervision of all official correspondence; the preparation of all official letters to the officers of the Post-Office Department and of correspondence with the public of a miscellaneous character and not relating to the routine of the office (which is otherwise assigned); the copying, filing, recording, and indexing of official correspondence and instructions, and the filing of special records; the arrangement, and from time to time correction, as necessity may arise, of schemes for the distribution and sorting, and of schedules for the despatch of mails, with the issue of instructions as to the methods of conducting the service by its officers and employés as devised by the office or directed by the officers of the Post-Office Department; with the decision of all disputed questions arising within the office or between the office and the public relating to postage rates and charges, inquiry with reference to missing or delayed mail and postal information, and to all other matters governed by the postal laws and the regulations of the Post-Office Department.

CORRESPONDENCE.

Indexing and filing departmental and miscellaneous correspondence received and sent; indexing and filing "change of address" notices, lock-box applications; employés' absence from duty, excuses for; publishers' affidavits and specimens of publications entered; copying, inclosure, and despatch of departmental and miscellaneous letters; preparation and mailing of incidental "mail news items" for the information of the public through the "press," and of miscellaneous notices; furnishing copies, to superintendents, of departmental instructions; distribution, for attention as checked, of departmental instructions and inquiries; verifying money-order remittances; filing in "special cases" exceptionally important correspondence; preparing answers to written inquiries from the public; answering oral inquiries from the public; opening postmaster's mail; opening and distributing official mail; withdrawal of letters from mail; checking official registered book and delivering registered official documents to the departments of the office by which they are to be given attention; interception and return of letters on telegraphic requests from postmasters; making requests by telegraph for return of letters and accounting for deposits.

INQUIRY, SEARCH, AND IRREGULAR MAIL.

Receiving, investigating, and recording complaints of missing mail matter and the necessary search and correspondence relating to same; reporting to the chief inspector of the Post-Office Department all instances of loss, with cases properly jacketed and official numbers given for reference to and use of inspectors; recording location of losses and reporting to chief inspector all cases successfully terminated since preceding reports; sending all mail matter which may have been held to the Dead-Letter Office, as classified under the general heads of "Unclaimed, or "Unmailable"; notifying addressees, and forwarding all domestic held-for-postage matter, and sending to the Department, with accompanying lists, such portion as may remain unclaimed; sending daily or weekly lists to the Dead-Letter Office of misdirected (foreign and domestic) foreign held for postage, unclaimed hotel, fictitious, lottery, obscene, un-mailable, destructive, unaddressed letters, etc., mail matter "in dispute," "refused" letters, and matter inadmissible to foreign mails under regulations of the Postal Union; receiving misdirected and irregular matter from the Railway Mail Service; returning misdirected second class ("nixes") to publishers; returning all unclaimed and misdirected card matter to senders and notifying senders of the detention of un-mailable third and fourth class matter; returning to senders unclaimed, unpaid, short-paid, and misdirected circulars; making record of unclaimed third and fourth class matter of "obvious value"; keeping record of loose coin and "shed stamps"; collecting customs duties on dutiable matter received from foreign mails; the charge of all unaddressed packages and loose wrappers; sending loose wrappers to addressees asking for a description of contents, and, when possible, associating unaddressed articles with wrappers returned and forwarding same to destination; holding all unaddressed foreign papers one month to await claimants; receiving and delivering valuable dead letters; receiving and checking daily all held for postage and other irregular matter from branches.

SUPPLIES.

Estimating for and procuring "allowances for incidental expenses," and "miscellaneous supplies" and the custody and issue thereof; the keeping of inventories and

accounts, and the custody of all vouchers incidental thereto, distributed and classified under titles, as follows, viz :

The preparation of estimates and requisitions on the Post-Office Department for miscellaneous supplies furnished therefrom, including blanks, blank books, books of record and accounts, official envelopes, twine, writing paper, canceling ink, letter balances, miscellaneous stationery, carriers' and collectors' satchels, and street letter-boxes and equipments; the preparation of estimates and requisitions on the Post-Office Department for allowances for the purchase of working implements, seal cups, office and working furniture (fixed and movable), and of draughtmen's electric pen and battery, electric call-bell system supplies; foreign mail-sack labels; printing-office and janitors' supplies; books of reference, directories, etc., for advertising and general incidental expenses; for the purchase of materials for the repair and preservation of street letter-boxes, working furniture (fixed and movable), working implements, and for the manufacture of composition blotters, canceling-ink pads, and stamping-pad beds; the examination or inspection as to the quantity and quality of all supplies as received; the delivery, on requisition, of all supplies to designated officers of the service, and to the authorized "stamp agents" the bulletins, signs, and blanks required in their service; the assignment of numbers to blanks introduced; the supervision and keeping of all inventories and accounts relative to construction service and repairs assigned to this Department, and the inspection and custody of all bills, requisitions, and receipts incident thereto.

PRINTING.

The printing of facing slips for distribution and delivery letter and circular packages and mail sacks, foreign mail and special sack labels, box and case labels, notices, forms or small blanks and small posters.

INSTRUCTION AND INFORMATION.

The arrangement, preparation, and issue of schemes for the distribution, separation, and sorting of ordinary and registered foreign and domestic mail matter; of schedules directing the despatch, circulation, and transportation of mails; the correction of record copies and of those distributed throughout the service by order; of the preparation and record of changes in post-offices; of the inspection of copy for and recording of blanks with a view to maintaining uniformity in the system; of the preparation and distribution to Departments and branches, and keeping files of bulletins for lobby display for the information of the public; of correspondence relating to the hours of receipt and despatch of mail; of the making and control of designs for and issuing and recording postmarking instruments and other metal and rubber hand-stamps.

WASTE.

The sorting of all waste material for the recovery of mail matter which may inadvertently have been included, and for further sorting preliminary to selling to the best advantage.

ACCOUNTING, RECEIPTS, AND DISBURSEMENTS.

The custody of all moneys officially received through the divisions, departments, and branches of the office (money-order excepted); the preparation of estimates for and the procurement, custody, and sale of supplies furnished on requisitions by the Post-Office Department, division of postage stamps; the duties thereunder being classified and distributed as follows, viz :

The custody and accounting for all moneys received from the sales of ordinary postage, newspaper and periodical, postage-due and special-delivery stamps; postal cards, domestic and Postal Union; stamped envelopes, letter sheet envelopes and newspaper wrappers; of moneys received from transfers from money-order to postal accounts; from Postmaster-General's drafts collected; from rentals of boxes at central and district offices; from postage due collected by central district offices and delivery carriers attached thereto; from sales of waste paper and twine, scrap iron, brass, leather and canvas, empty cases, boxes, bottles, etc.; the preparation of salary checks, the payment of salaries and procurements of receipts therefor on rolls severally prepared for clerks, carriers, mail-bag repair shops, mail-bag depository, Railway Mail Service, mail messengers, substitute carriers on special-delivery service, substitute carriers for service for regulars absent on vacation and otherwise; substitute clerks for clerks absent; and licensed stamp agents, disbursements for incidental supplies, and for light, fuel, furniture, rent, mail-bag repair supplies, advertising, ship letters, incidental service, telegraph and telephone; the payment of Post-Office Department drafts, the redemption of spoiled envelopes, and the accounts, records, reports, and service incidental to these duties.

ACCOUNTS.

The supervision of all accounts of the office, and the keeping of the principal accounts between this office and the Post-Office Department, also accounts with the sub-treasury and depositing bank, with publishers and news agents for the mailing of second-class matter, and with stamp agents for sales made of postage stamps, and the supervision of all official matters involving the collection of revenue and receipt and disbursement of money, including duties classified and enumerated as follows, viz :

The verification of the accounts of the cashier's and money-order departments, and of all accounts of the divisions and branches of the office; the authorization of all expenditures; the distribution of clerk-hire and free-delivery allowances; the preparation of pay-rolls for clerks, carriers, mail messengers, mail-bag repair shop, mail-bag depository, railway mail service, special-delivery service, substitute carriers for regular carriers on vacation, and the auditing of all regular substitute service performed for employes on these rolls. The custody and preparation for payment of all vouchers and bills for construction service, supplies, repairs, rent, fuel, light, and other items paid on the various accounts of the office; the auditing of Department drafts, both on money-order and post-office accounts; the examination and charge of all statements rendered by the various departments of unpaid postage, including the "dead-letter" bills; the entry of second-class matter; the soliciting of proposals for the sale of waste material, for the purchase of coal, wood, and ice for the branches, and of the making of contracts for same. The supervision of all matters involving the appointment of eligibles certified for appointment, and their assignment to duty, and the preparation and correction of the register of officers and subordinate employes of the office, and of all accounts, employes, individual record of conduct and efficiency, and records, reports, and service incident to the performance of these duties. The preparation of the account-current and examination of the general account, and final inspection and verification of all pay-rolls, abstracts, and vouchers in connection therewith, and the charge of forwarding same to the Auditor for the Post-Office Department at Washington. The examination of all money-order statements and vouchers, including the checking of money-order remittances, and the charge of transmitting, weekly, these statements to Washington, and the auditing of all such other reports and statements of accounts as pertain to the finances of the office, and verification by an inventory of balances as represented on the account of "post-office cash," "postage stamps," "postage due," "box-rents," and the various money order cash accounts. Attention to personal inquiries and the furnishing of oral information, especially relating to second-class matter and postage charges disputed, and the preparation of correspondence with the officers of the Post-Office Department and with the public on matters incident to these duties.

DESPATCH.

The custody, reception, and despatch of all mails and Post-Office Department supplies; circulating mails in bulk to and between the general office, its district and subdistrict offices and railway depots, either by wagon or elevated or surface railways, and by the mail messengers assigned to the office in transit charge of such bulk mails; the custody, reception, and despatch of bulk foreign mails, and the records of their arrivals and departures; of domestic bulk mails and Post-Office Department supplies, and the preparation of all reports in regard to the same that from time to time may be required by the regulations of the Post-Office Department or of the post-office, distributed and classified as follows, viz :

Way-bills for each domestic mail despatched and for each domestic mail received; record of mail arrivals and departures by pouches, sacks, and cases; monthly register of arrivals and departures of domestic mails for transmittal to Second Assistant Postmaster-General; reports of late mail arrivals; record of contract mail-messenger service irregularities; notices to mail-messenger service contractor of irregularities in the service and inspection of return reports; record of transit mails; connections with mail-train despatches; at New York a record of arrivals at Sandy Hook and Quarantine of mail steamers, and at the post-office of foreign mails therefrom received; receipts and records of receipts given steamship officers on delivery of foreign mail; and record of arrivals and departures of foreign mail steamers by lines and transits; the separation for and delivery to the departments of the office of bulk mail, both received from inland and foreign offices and mailed by the public for distribution and sorting; records of deliveries to and receipts from the several departments of the office of supplies and mails; transportation schedules of arrivals, departures, and direct transfers to and between railway post-offices; the transfers from the several departments of the office and separation for despatch of made-up mails, foreign and domestic; the making and checking of transit time-cards, and miscellaneous duties incidental to this service.

MAIL EQUIPMENT.

The receipt, from all sources, of pouches, sacks, catchers, and raw-hide trunks, the examination of pouches and turning of sacks to see that no mail has been inadvertently left in them, the treatment of all such matter found, the inspection of pouches and sacks to ascertain if in serviceable condition, the counting of all pouches and sacks so received, the entering to proper account, the stowing in appropriate bins, the issue, upon order from the Second Assistant Postmaster-General, with bagging, labeling, and registering, for despatch to offices so directed to be supplied, the custody and issue of supplies of twine, wrapping-paper, seal-cups, and locks, the record of receipt and issue of same, and preparation of monthly statements to the Post-Office Department of all transactions of the depository.

MAIL SLIPS AND LABELS.

The preparation, by closes, of all facing (or mail) slips used on packages of letters and circulars and in sacks of newspaper matter, the numbering, postmarking, and despatch-marking of such facing slips, the labeling and arranging by closes, in advance, for pouches for letter and circular departments, of their issue, and of separation and return of wooden tags and card-slide labels received on mails from other offices.

DISTRIBUTION.

General supervision of the receptions, treatment, "mailing," and making up for despatch of all ordinary mail addressed to United States officers and foreign countries; of the conduct of competitive technical examinations of distributors; of the investigation and charging of errors in distribution reported; the preparation of letters, reports, and statements relating to the work of the division sent to the Post-Office Department and to the public.

INLAND BRANCH.

Letter and circular mail.

Attendance at the public "drops;" classification, facing for postmarking and counting, postmarking, and in connection with matter received by collection, laying aside for inspection of unpaid or questionable matter, rating short-paid; opening of packages of matter in transit from branches and other post-offices; its transit-marking and counting; of matter from foreign countries, transit-marking and examination for dutiable or prohibited articles; primary "separation" with "tying-out" or "closing" under facing slip; secondary "distribution," "tying-out" or closing under facing slip, verification of closes; "pouching" of packages from cases and (transit) from opening form; verification of pouch label and delivery to transportation department for despatch of all first-class matter and circulars addressed to inland offices in the United States.

Printed and package mail.

The reception, cancellation of stamps on second-class (mailed by other than publishers or news-dealers); third-class and fourth-class matter received by "collections," in transit from branch post-offices, inland United States offices, and from foreign countries, the examination for dutiable or prohibited articles, the reception of second-class matter mailed by publishers and newsdealers, the primary "separation" of all such matter, its secondary "distribution" when not disposed of finally at "separation" cases, the sacking, verification of sack labels, the loading of trucks, the delivery of trucks loaded at elevator entrances to transportation department for despatch, the handling and (in connection with the Railway-Mail Service) the "separation" and the despatch by "fast-mail" trains.

Foreign branch.

The reception and examination as to nature of contents (in all cases required by regulation) of articles of foreign destination, their weight, dimensions, the "special address" postmarking or transit-marking, primary "separation," elimination of "specially addressed," of unpaid and short-paid matter and rating and marking of same; secondary and subsequent "distribution," "tying-out," or closing of letter mails, letter-billing in duplicate, weighing and noting weight of mails, making up duplicate reports to the Department of the net weights of mails and number of bags for each exchange

office sent at each "despatch," preparation of way-bills or certificates of delivery, in duplicate, to accompany mail for each port of call, special accounts of mails despatched during statistical periods, preparation of schedules in advance, preparing "weekly bulletins" of inward foreign mails, the in-checking as received, breaking of seals and careful comparison of contents (consisting generally of other closed mails, registry, and money-order bags) with accompanying letter-bill, opening of packages and sorting for delivery division and domestic distribution departments, respectively, postmarking of "unpaid matter" for domestic offices and all extra-national matter, careful comparison of foreign rating on short-paid matter with the prepayment indicated by postage after comparison of the latter given in denomination of country of origin, to the Postal Union standard of francs and centimes, subsequent conversion to United States currency, the marking of these charges on the matter, the receiving, recording, and paying cash conveyance charges on "ship" letters, rating and postmarking of same, special charging of extra-national unpaid matter, adding to the regular Postal Union charge the charges of the intermediary office, ignoring or allowing for, as the case may require, stamps used in prepayment, and the examination throughout for dutiable or prohibited articles.

Delivery.

Treatment of mail originating locally or received from inland and foreign points for delivery, involving collection, facing, opening, post-marking, back-stamping, and sortation (combination, carrier, and branch district) of all mails for the several sections of lock-box delivery, special window, general delivery, and the carriers' routes of the district and for branch office districts; closing of mails for despatch; of the transportation of mails to and between the general post-office and branches and railroad depots; of the delivery of mail by carrier, at the special window, general delivery, through lock-boxes, and by "special delivery;" the collection and accounting for postage due on matter for delivery; the preparation of reports and keeping of records of information relating to mail matter collected, deposited at district offices, delivered by carriers, delivered through lock-boxes, general delivery, and special window deliveries; the receipt and notification of "removal notices" received; the record of number and location of street letter-boxes; the reception and investigation of complaints of irregularities in delivery or collection service, and attention to inquiries and the preparation of correspondence incident thereto; the receipt, custody and final disposition of undeliverable mail matter; the preparation, inclosures, and forwarding to publishers of "stop notices" and of notices of changes of address, and the technical examination of sorters.

Lock-box delivery.

The delivery of mail through lock-boxes, or of packages, bundles, and satchels containing mail through windows to box-holders; also, for the delivery of and accounting for postage-due matter, the delivery of same through windows when the amount is in excess of the capacity of the box; the delivery of postage-due matter, and the collection of the amount due on same.

Delivery at special window.

The boxing and delivery of mail addressed to banks located on the general post-office district, and letter mail for the daily newspapers.

General delivery.

The duties of receiving, sorting, and boxing mail matter addressed "to be called for" and "post restante" or which is without definite address; all matter for any cause undeliverable, for delivery on call through advertising, or return to card, or forwarding to Dead-Letter Office; the preparation from classifications of the mail of the several "advertised lists;" attendance on the public and delivery of such matter as may be called for; the forwarding to other offices of mail upon orders from the addressees, and the search for misdirected matter.

Newspaper delivery.

The sorting, boxing, and delivery of periodical-publication mail addressed to newspaper publishers; advertising agents and others who receive large numbers of papers.

Registry.

The receipt, delivery, and despatch of all registered matter, both of domestic and foreign origin, and with the required treatment of same while in the custody of the office. These duties may be enumerated as follows, viz:

The acceptance of mail matter presented for registration, the issuance of a receipt therefor, the examination and proper rating under domestic regulations, the provisions of the Postal Union treaty, and the special requirements in force with the various foreign countries not members of the Postal Union.

Certification as to condition, cancellation of stamps affixed, preparation of the return receipts, attachment of same to articles, and transfer under consecutive numbers to "separation" case and foreign.

Separation of matter to distribution cases in accordance with schemes provided; accounting and obtaining receipts therefor.

Distribution of matter at the various cases to the larger offices, thus avoiding duplication; deciphering "blind" addressees, adding county where omitted; addressing registered package envelopes; making up return bills; entering in mailing books; sealing package envelopes and transfer of same to "pouch" or "direct" deliveries and obtaining receipt therefor.

Distribution of registered-package envelopes to the various through-pouch offices according to schemes furnished by the Department; entry of same on manifold pouch-books, pouching and certifying thereto; entry of pouches for delivery and preparation of pouch "check list," showing exact disposition of all package envelopes received; delivery of "direct" package envelopes and through pouches to the Railway Mail Service within schedule time; calling pouches by label, serial, and rotary numbers, and obtaining proper receipt therefor.

Receiving "direct" registered-package envelopes and through pouches from the Railway Mail Service, back-stamping, checking, and noting condition; separation of "direct" package envelopes into "city" and "transit," and entry of same; entry of pouches on "through-pouch-received" book, and preparation of the "record of arrival and entry of registered mail," showing exact disposition of all matter received.

Opening pouches, checking contents on accompanying bill, separating into "city," "pouch," and "direct;" certifying as to correctness of contents on through-pouch bill and coupon; delivering to "city," "pouch," and "direct;" obtaining receipts on pouch bill therefor, and the preparation of the memorandum slip for "city" matter and certifying thereto.

Transferring of "city" matter to "opening" table; opening of package envelopes, certification thereon of contents, and comparison of contents with the accompanying bill; examination of stamps and "rating" up "short-paid" matter; examination and certification of condition of letter envelope; separation into "desk," "carrier," "branch," and "foreign;" preparation of slips showing matter "received without bill," without "return receipt," and "split bill," and the consecutive numbering of matter under each of the four divisions given above.

Entering in "desk" book, in the manifold "carrier" and "branch" books and in the "foreign" book; transferring to "desk," "carrier," "branch," and "foreign;" noticing matter for "desk" delivery, giving strict attention to special requests made as to method of delivery and mailing of notices.

Separating "desk matter" alphabetically, according to address, and into separate boxes, for special delivery to consuls, bankers, and publishers; delivering, custody, and attention to special orders received; governing delivery; accounting for matter delivered, and the assorting and filing of the receipts therefor; distributing "carrier" matter to the various routes, obtaining receipts therefor; supervising the trip and daily accounting; examining signatures obtained to receipts, and the assorting and filing of the receipts by consecutive number when returned; separating matter for the various branches; billing, bagging, and despatching same; examining bills and receipts returned from branches, and assorting and filing same by consecutive numbers.

The receipt and custody of all matter for foreign despatch; verification of postage and conditions; separating to the various exchange offices according to the schemes provided; entering on bills, weighing, bagging, sealing, delivering to foreign department; and certifying to inclosure in the proper ordinary bags; preparing return receipts, checking same on records when returned and inclosing to sender; keeping record, by number, of the bags despatched to the different exchange offices and checking the return of same.

Receiving mails from the foreign department, attesting record of the same; opening, checking, examining, numbering, entering in "dis" book, and preparing check list of foreign mails received.

Receiving postage stamp and postal-note packages from the agencies; verifying and signing receipts therefor, calling and checking same against entries on lists; separating into "pouch" and "directs;" entering on pouch bills and in "direct" books; preparing return bills and inclosing under cover to the post offices addressed; checking

return bills on records; advising postmasters of the irregularities in signatures; preparing circulars of inquiry, tracers, and final reports to Third Assistant Postmaster General and chief inspector of failures to acknowledge.

Receiving envelope and postal-card cases, checking same on manifold bills and coupon; return of coupons; entering on record; separating to the various routes, and delivering to the Railway Mail Service.

Receiving mails from branches; opening, examining, certifying as to contents; numbering, preparing return bills, inclosing in registered package envelopes, entering on mailing books, sealing, and delivering to "pouch" and "direct."

Receiving fourth-class matter mailed in "bulk;" comparing with the accompanying bills; numbering, canceling stamps; preparing return bills and return receipts; addressing "tag" envelopes and attaching same; entering on mailing books, and delivering to "pouch" and "direct."

Recording "bad order," misdirected and "held for customs" matter; officially sealing and returning to proper course: in the first case preparing circular letters of inquiry and forwarding or returning to writer, according to the tenor of the replies received; in the second case, delivering to customs officials for appraisement, receiving same on return with duties computed; and final forwarding in the third case, or if seized notifying addressees and the Department and delivering to the customs official.

Correspondence: Departmental, official, and from the general public and replying thereto, searching, preparing circulars and tracers, attending to blanks and orders for same when special to this division, preparing, mailing, and distribution schemes, and filing of records.

Considering and treating questions of delivery, entertaining inquiries and complaints personally made, and prosecuting searches involved.

Money-orders.

The issue and payment of international and domestic money-orders and postal notes; stamping and punching of postal notes paid; stamping of money-orders paid, and their advices; keeping account of letters of credit in favor of other post-offices authorized by the Department; payment of drafts against post-office credits; the custody of deposits of surplus money-order funds received from postmasters; the issue in duplicate of certificates of deposit of same, of forwarding the originals to the Department, and duplicates to the depositing postmasters; entering in detail and summarizing in weekly statement all domestic and international money-orders and postal notes issued and paid; forwarding to Department with accompanying vouchers; stamping and punching of postal notes paid; stamping of money-orders paid and their advices; opening and sorting of money-order mail; filing of applications and advices; certificates of deposit issued, postmasters' drafts paid, and bills of exchange; issuing certificates of non-payment of domestic and of international money-orders, on applications for duplicates on loss of originals; receipting to bearers of postal notes that are over three months old; and applying for duplicates thereof; sending to issuing postmasters for corrected particulars of money-orders and postal notes; sending to issuing postmasters monthly inquiries relative to repayment of money-orders, advices of which remain unpaid; informing payees, monthly, of advices in their favor on hand unpaid; sending second notices to payees disregarding first notice; apprising issuing postmasters of failures to present for payment; keeping a record of all powers of attorney and written orders on file; sending notices to paying postmasters of repaid money-orders; notifying payees of lost original orders of the receipt of from the Department.

EXCHANGE BRANCH.

[New York, San Francisco, and exchange offices for Canada.]

The preparation and certification of descriptive lists, in duplicate, of all international money-orders issued in the United States payable in foreign countries; the verification of all lists received from foreign countries, and the verification of the entries therein by comparison with relative advices; issuing inland money-orders and advices of all orders payable in the United States, certified in lists received from foreign countries; inclosing, addressing, and despatching all inland money-orders to payees, and corresponding advices to paying postmasters, international advices received with lists; corresponding with postmasters relative to orders irregular in form or issue; press-copying all outgoing and incoming lists of international money-orders; and with the preparation and despatch of lists of money-orders by all available outgoing mail steamers to all countries with which the United States has an interchange of money-orders; of notifying the Department upon despatch of lists, of the number and total amount of orders certified in each list; of purchasing from lowest bidders bills of ex-

change upon London, Paris, Basle, Berlin, etc., and to examine "daily reports" of money-order transactions at stations, and of reporting to the Department the course of foreign exchange, and of all accounts, records, reports, and service incident to these duties.

REVENUE.

Publication-postage collection.

The reception, weighing, and proper entering of weights and postage on all second-class matter mailed by publishers and news-dealers, making out receipts in duplicate, receiving payment in cash, charging to individual account, consolidating the week's receipts that all may appear in stub-book on one itemized receipt, affixing newspaper and periodical postage stamps to each stub, depositing cash with cashier daily, making requisition for needful supplies of postage stamps, keeping register of all publications and news agencies authorized to mail matter at second-class rates, writing general cash book daily, recording decisions affecting second-class matter, notifying publishers of matter held for non-compliance with regulations and general verifications of all transactions.

MAIL INSPECTION AND RATING.

Examination as to compliance with conditions for transmission and payment of postage on mail matter received for delivery, and of that mailed for forwarding to other offices.

In considering the subject of methods whereby a proper and equitable distribution of clerk-hire appropriations among post-offices of the first and second class throughout the entire country may be accomplished, it would appear to be essential, for use as a foundation for tests and inquiry—and, when verified, for the information, and as a means of a better control of post-offices by the Post-Office Department, as well as a guide to postmasters—that some further classification than that provided by law, or rather, sub-classification, should be determined upon whereby the comparative status of all post-offices of the first class—and perhaps those also of the second class—should be more definitely fixed than at present, in the order of their relative importance as indicated by the differences in the organization of their service as required by local conditions and the number of persons employed arranged under distinctive heads, with assignment of duties thereunder to employes.

Taking one of the smallest post-offices within the scope of this inquiry (one of the second class), its service naturally divides into two branches, which may be properly designated, respectively, as "internal" and "window" service; while, taking an office at the opposite extreme (i. e., the highest grade of the first class) in an ascending grade of importance, it is found that "internal" service has finally developed into the important general divisions of executive, accounts, despatch, and distribution, and that "window" service has widened and divided into delivery, registry, money-order, and revenue.

In the elucidation of this view of the subject, the accompanying table, marked Exhibit A, has been prepared, in which the whole of the maximum supervisory and operative service required at each office of each grade during a single tour is given as the unit. The number of tours necessary at each will of course depend upon local conditions; at some three will be required (representing continuous service); at others two (where service begins at an early morning and extends to an early night hour); and at others one (where the service is limited to the usual hours of ordinary private business)—"tours" being understood as beginning with the first attendance of departmental supervisory officers.

In column 1 of this table are arranged the general divisions of service, each being further divided into departments, the work within each of which is classified under the heads of "supervision" and "operation." Extended from each of the several items of column 1, and distributed throughout columns 2 and 3, are "titles of employment," indicating the assignment of employes by division and by department, and also their general classification as "officers" and "subordinates," respectively and their duties as pertaining to "supervision" and "operation."

In venturing a suggestion for the sub-classification or grouping of post-offices of the first class into grades I have assumed that five of such groups would be sufficient, viz: Special, Grade A, Grade B, Grade C, and Grade D. The post-office at New York is alone assigned a position under the first head, while, in the order of importance, follows a list of all the other large offices (1) at which the compensation of the postmaster equals or exceeds \$4,000. These are again followed by examples (2) (as afforded by New York State post-offices) of the lower grades:

First class post-offices.

Offices.	Postmasters' compensation grade.	Clerks employed.
1.		
Chicago, Ill.	\$8,000	518
Philadelphia, Pa.	6,000	352
Boston, Mass.	6,000	370
Saint Louis, Mo.	6,000	195
Cincinnati, Ohio.	6,000	140
Washington, D. C.	5,000	165
San Francisco, Cal.	5,000	105
Baltimore, Md.	4,000	148
2.		
Brooklyn.	3,900	160
Buffalo.	8,800	55
.....	3,700	.....
Rochester.	3,600	83
Albany.	3,500	39
Syracuse.	3,400	20
Troy.	3,300	22
.....	3,200	.....
Utica.	3,100	11
.....	3,000	.....

In considering the matter of grading of offices of the first class, and the question whether the grades suggested are sufficient in number, it will, as it seems to me, be necessary that local inspection be made at each of the larger and at several of the relatively smaller offices named, or others of similar grade.

In the accompanying statement, marked Exhibit B, are given (where titles are not self-explanatory) the details of service which are included in the operations of a large post-office, generally classified under the several divisions of service heads as given in column 1 of Exhibit A.

In dealing with this subject, I apprehend that the points to be determined are found primarily under the heads of "supervision" and "operation," and that the determination of how much "supervision" is necessary, and how many of the duties pertaining to "operation" require separate employment, and, under each head, what is the number of employes required, must depend upon the quantities and qualities of mail to be dealt with, and also upon such local conditions as may give preponderance to some particular class of service.

In the matter of organization, beginning with an office where the business transacted is so small that no allowance is made or is necessary (and where the service simply comprehends the duties of receiving, back-stamping, boxing, and delivering; receiving, postmarking, separating, tying, pouching, and despatching; receiving for, record entry, postmarking, the preparation of return receipts, and enveloping and pouching of registered articles; recording cancellations, accounting, and occasional correspondence and requisitions), the postmaster (or in his absence the assistant postmaster) can readily and efficiently perform all those duties in person without actually consuming, in their performance throughout the year, more than would in the aggregate extend beyond a few days.

It being obvious that it is always the duty of a postmaster to reserve for personal attention as much of both supervision and operation as possible; in ascending the scale one step, an allowance is found to have been made for an assistant, the service of practical operation being interchangeable between them. Taking still another upward step to an office with two employes, one may be properly employed at what may be termed window service, including the sale of stamp supplies, delivery of mail, registering articles, and perhaps issuing and paying money-orders, and be properly designated as "window clerk," the other clerk's attention being specially given to internal service of receiving and opening mails, back-stamping, boxing, postmarking articles from the drop, separating or distributing for despatch, and despatching, suggesting the designation of "mail clerk." The two may assist each other on occasion, so that callers or mails may not be avoidably delayed. In this last case the conditions will unavoidably involve the necessity for an allowance from the appropriation really in excessive proportion to the value of the work performed, or that can be performed, at such an office, as neither the skill nor the volume of service of the employes, compared with corresponding class services at higher grade offices, can be quite worth the compensation that must necessarily be made them, although their constant attendance for the public convenience is requisite, even though their time is only partially filled in the performance of duty.

In this matter of allowance there is inevitably an unending conflict between the Post-Office Department on the one hand and postmasters on the other, the former being restricted by limitation fixed by Congress, and naturally—sometimes, perhaps unduly—influenced by considerations of economy, while the tendency among the latter is to secure, or at least apply for, increased facilities for the accommodation of the public. This conflict results, as a rule, in the inadequate equipment of post-offices, while at the same time there is no doubt that some postmasters, rendering little if any personal service and neglecting their offices, seek to insure their private profit at the expense of the Department, by obtaining a second payment for the service to enable them to employ a clerk to attend to duties they themselves should attend to, thus virtually "farming out" their offices.

In moving upward in the scale, it will be found that the duties of both supervision and operation are of necessity being gradually diffused. The simple items of service at the smaller post-offices gradually become the duty and fill the time of one employé, and then of several. Then they assume the proportions of a department, and finally, in the larger post-offices, of a division of service.

The distribution of "supervision" (including correspondence, records, reports, inquiry, and attention as to the conduct and efficiency of employés, and the development of methods to secure celerity, certainty, and economy in both labor and cost) involves the employment of such officers as may be necessary to secure and maintain a proper degree of efficiency, they being first departmental, as "clerks in charge," then "chief clerks," then "superintendent of mails" (in supervision of all the operations of despatch, distribution, and delivery in connection with ordinary mail matter), "superintendents," and then "division superintendents." In needed amplification—to secure the proper degree of precision, celerity, and accountability—to these are added "assistant superintendents," and finally "head clerks" in control of minor departments of the service.

In order to the better understanding of the scope and proposed use of Exhibit A, the following examples, representing the gradual diminution of force, by absorption, successively, of employments representing "supervision," are given: Taking the division of "accounts" (under the head "divisions of service"), and following on the same line the columns on the right, it will be seen that the service of this division requires at office of "special" grade a cashier, assistant cashier, chief accountant or auditor, a chief clerk, and subordinates; at an office of grade A a cashier, assistant cashier, chief accountant or auditor, and subordinates only; at an office of grade B, a cashier and assistant; at offices of grades C and D and below, no officers whatever—the accounting service at such offices being left to the postmaster or assistant, or both. Again, taking the divisions of "despatch," "distribution," and "delivery" (all of which in this connection should be considered together), it will be seen that the possible requirements of the service at each office call for the employment of supervisory officers in a diminishing scale of importance until, as the volume of work diminishes, as in the case of "accounts," their duties are merged in those of the postmaster or assistant. The red lines indicate "officers" and the blue lines "subordinates."

The distribution of "operation," as has been stated, first brings forward a mail clerk and window clerk. The duties of a mail clerk, under further distribution, may be properly separated into those of a distributor and sorter, and those of the window clerk into money-order, registry, stamp, and delivery-window duty. Another upward step, and the duties of a distributor are subdivided; one duty becoming that of a separator. A further subdivision will require the employment of a stamper, the sorter of the non-carrier offices becoming, in offices beyond those in which the assortment may be conducted by carriers employed, "branch sorters," "carrier sorters," and "combination sorters." At the larger offices porters become necessary to handle the increased bulk mail transferred within the office and despatched outward to and inward from mail wagons, the last duty requiring finally the employment of an advanced grade of porters, termed "despatchers."

By local examinations and comparison of service the organization of the classes and number of supervisory officers will be found relatively of little difficulty. With reference to subordinates, it will not be necessarily difficult to determine which of those of the several designations shall be employed; but to determine the number of each will be found not so easy, as it involves, to secure absolute correctness, practically the drawing of a line distinctly between an expenditure which shall be marked by strict economy and an expenditure which shall still afford the public adequate service whenever and in whatever form it may be required. It will be necessary to make allowance for all of the uncertainties beyond the possibility of accurate calculation by any post-office management, and to consider the degrees of efficiency and conscientious attention to duty on the part of official heads and of the qualifications of subordinates, as represented by their adaptability to the service, zeal, and developed skill.

Aside from these considerations it is extremely difficult to present figures of measurement with any confidence in their sufficiency or safety in application. Such figures

only, however, as approximately represent the rate of possible service per hour in certain classes of work of ordinary skillful employes are hereunder presented as follows, viz.:

FACING.		No. per hour.
Letters		10,000
Circulars		7,500
Printed matter		2,000

DISTRIBUTION.		
Letters:		
Separating		2,400
Distributing		1,600
Circulars (when received in large quantities. If mixed, 10 per cent. more than letters):		
Separating		5,000
Distributing		3,000

DISTRIBUTION.—PRINTED MATTER AND PACKAGES (ORDINARILY IN IRREGULAR FORM).

Rolled:		
Separating		800
Distributing		600
Flat:		
Separating		900
Distributing		750

DISTRIBUTION.

Package matter (ordinarily irregular form):		
Separating		900
Distributing		750

DELIVERY.

Letters:		
Combination sorting		1,600
Carrier sorting		2,200
Branch sorting		2,700
Circulars;		
Combination sorting		1,400
Carrier sorting		2,000
Branch sorting		2,500
Newspapers:		
Combination sorting		1,200
Carrier sorting		1,300
Branch sorting		1,900

BOXING.

Lock boxes:		
Letters		1,500
Newspapers		500
Call boxes:		
Letters		1,200
Newspapers		400

STAMPING.

Letters:		
Postmarking		3,800
Back-stamping		5,000

CIRCULARS.

Canceling		5,000
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PRINTED MATTER.		No. per hour.
Rolled :		
Canceling		600
Flat :		
Canceling		750
PACKAGE MATTER (ORDINARILY IN IRREGULAR FORM).		
Canceling		700
CLOSING.		
Domestic :		
Pouches, closing and locking		50
Sacks, closing and tying		180
Foreign :		
Sacks, closing, sealing, and labeling		25
MONEY-ORDER.		
Domestic :		
<i>Issuing</i> , including signing postmaster's name in advices and orders, stamping date, checking, entering in weekly statement, proving, addressing and despatching advices to paying offices		21
<i>Paying</i> , including opening advices, arranging alphabetically and numerically, stamping, identifying payees, making out checks on paying teller, entering in weekly statement, etc.		30
Postal notes :		
<i>Issuing</i> , including signing, stamping, entering in weekly statement, etc.		69
<i>Paying</i> , including stamping, making out checks on paying teller, entering in weekly statement		70
International :		
<i>Issuing</i> , including stamping, signing postmaster's name, filling up corresponding advices and coupons (and, in case of German, an additional card order), entering in weekly statement, in numerical sequence, followed by separation according to nationality and entering in recapitulation sheet of weekly statement, and verification		14
<i>Paying</i> , including arrangement of relative advices alphabetically and numerically according to issuing office and nationality, identification of payees, filling up checks on paying teller, entering in weekly statement, etc		28

In the measurement of service in all the above branches, that of money-order service should perhaps be qualified in the least degree by the relative efficiency required on the part of employes, and that of distribution is then greatest. As, however, money-order service is the one and distribution is the other extreme of the range of items qualified by varying degrees of required efficiency, possible efficiency is qualified by the varying extent of service requirements, as may best be illustrated by presenting the two following cases :

In the State of New York there are somewhat over 3,000 post-offices. Assuming that at one post-office the distributors make 20 divisions of those offices by routes or distribution post-offices for which they close twice a day, involving the mail-slipping and tying of a total of 40 packages, and that at a larger office 350 like divisions would be made for the State, with say ten closes a day (with variations of omission or inclusion caused by exceptional despatch service), of an average of 50 divisions to "tie-out" at each closing—with advance packages for the greater number of the divisions, which (if we except the latter) would make 300 packages alone—it is evident that (all other considerations being equal) a distributor at the latter office would not be able to make such a rapid disposition of matter as one dealing with the smaller number of divisions, the greater range of required knowledge appreciably retarding operation, and the wider range of separation between the 350 boxes of his distribution case and one including only 20 boxes—again materially affecting speed.

The same illustrations are applicable, possibly in a diminishing degree, to the work of branch or carrier or combination sorter, the duties of each of which at different offices vary in complexity and extent as well as in the volume of matter to be dealt with.

The difficulty of establishing a standard, applicable to all post-offices, by which the requirements necessary to proper performance of service demanded by the public may be measured is obvious; as, assuming that it is ascertained that the capacity of one employe is exactly equal to the proper performance of the *average* daily transactions

at a post-office, manifestly the service would be quite satisfactory to the Department and to the public, *provided* those transactions were called for successively, each one following the completion of the previous one, and thus involving no delay to the public, while securing from the employé continuous and not over-hastened service; but it is obvious that such desirable conditions can not be anticipated with any confidence—it being certain that a number will demand service simultaneously, which fact, in the absence of adequate force, could not fail to result in great dissatisfaction and afford reasonable foundation for complaint of a lack of proper attention to the public needs.

To base allowances on too close a calculation would bring a pressure that would involve very quickly the risk of mistreatment of mail and subject it to more or less delay.

At the smaller offices no doubt a measure can be approximately made of their requirements without local inspection and without much risk of disturbing the efficiency of their service; and with a view to presenting a means of possible test, I beg to submit the inclosed blanks or detailed report forms, suggested as possibly applicable thereto, to be filled up and returned by postmasters; a suggestion for a form of letter of instructions to accompany the same, and a test table for use in collating and measuring the averages of service furnished by the postmaster, for the purpose of determining approximately the requirements of his office.

For the purpose of illustrating the use of these forms (hereafter described) figures representing a sufficient number of items for the purpose are entered in red ink (which of course should be omitted from the forms printed).

In explanation of the uses of the several forms, Table A (of the special report) when properly filled in will furnish information as to the number, names, and compensation of persons employed, with time devoted by each to the several duties embraced in the operations of the office, for each of which duties (assumed to be sufficiently represented) a separate column is furnished, and also information of the total time absorbed in attention (by one or more persons as may from time to time be severally employed thereat) to each duty.

Table B will afford detailed information regarding the reception from and despatch by railway or other routes of made up mails, their number, the hours severally due at the post-office of those inward, and the successive hours of closing for those outward; the number of bulk pieces (pouches and sacks) and of pieces of mail (letters and other articles both of ordinary and registered mail included therewith).

Table C will furnish detailed information relating to carrier delivery and collection service, the number of trips comprised in each class of duty; the time at which each begins and ends, and the number of pieces of mail matter (letters and other articles ordinary and registered) dealt with on each trip.

Certain requisite information will be furnished by Table E regarding second-class mail matter originating locally, the titles of the several publications, frequency of issue, time of regular mailing, number of pieces to the pound, the total number of pieces of such mail and the various methods of its disposition—whether through local delivery or through destinations to other post-offices, both those within and those beyond the county.

Table D is provided for the purpose of exhibiting the daily averages throughout each hour of a single day (comprising one or more) of the number of pieces of mail matter (ordinary and registered) received and disposed of by delivery and despatch, and the totals of each for the day, and will be compiled from or should agree with the several corresponding items in Table B (daily mails inward and outward), C (mail matter dealt with on daily carrier trips), and E (publication matter locally mailed), which provides for all mails received except mail received or originating at the office (handed in or deposited at the drops), the latter being provided for in this table (D).

Information furnished in Table F relates to money-order transactions. That afforded by items marked H (number of lock boxes rented); I (number of call boxes rented); K (total receipts last quarter from sales of ordinary postage supplies); L (total receipts last quarter from postage paid on second-class matter); and M (total postage collected last quarter on unpaid and short-paid matter delivered), and by answers to the ten "questions" (Part 3) may be found useful in various ways in testing the quality of the information furnished elsewhere in the special report.

For use in connection with the above a "test table" is submitted, in which it is designed there should be entered under their respective heads the figures obtained from the various tables of the postmaster's report, as representing the nature and volume of duty performed during each hour of a single day, and, in connection therewith (under the head of "Time required"), the time that should reasonably be required for the performance of the volume of each duty indicated, as measured by standards of possible work per hour in each class of duty. The column headings and numbers of Table A (except numbers 1 to 8, and 21 to 26, inclusive), will be found repeated in the test table.

The column numbers of items of duty in Table A, which, as performed, will be required for insertion in columns, correspondingly numbered, of the test table, are given below, as the first portion (under the heading "Duties"), of a suggested tabulated scheme for use (within certain limits) in, and as an aid to, ascertaining the results intended to be finally shown by the test table, followed (under the heading "Volume of duty") by references to items in Table D and other tables by column and line numbers, and from the aggregates of which the volume of each duty performed may be ascertained for further elucidation, using under the head of "Quantity" those figures incidentally entered in several of the special report forms in illustration of their uses as previously explained.

[The volume of duties as represented by column numbers and description, as given below (common to both Table A and the test table), is equalled by the aggregate of the several quantities as entered below opposite each duty.]

Duties.		Volume of duties.				
Column number.	Description.	Table.	Column.	Line.	Quantity.	Aggregate of items.
9	Facing at drop	D	32	201	425
			40	.....	108
			55	.....	116
10	Facing collections	D	36	104	434
			43	.....	111
			58	.....	219
11	Letter post marking.....	D	33	201	850
			36	.....	104
			40	.....	108
			43	.....	111
			55	.....	116
12	Canceling other articles	D	35	153	1,318
			37	.....	105
			42	.....	110
			44	.....	112
			57	.....	518
13	Back-stamping	D	38	706	1,140
			45	.....	113
			60	.....	321
14	Distribution of letters.....	D	55	216	756
			58	.....	219
			60	.....	321
15	Distributing other articles.....	D	56	1,617	2,777
			57	.....	518
			59	.....	320
			61	.....	322
16	Sorting letters.....	D	33	201	1,343
			36	.....	104
			38	.....	706
			40	.....	108
			43	.....	111
			45	.....	113
17	Sorting other articles	D	34	702	1,712
			35	.....	153
			37	.....	105
			39	.....	307
			41	.....	109
			42	.....	110
			44	.....	112
18	Boxing letters, general delivery.....	D	40	108	332
			43	.....	111
			45	.....	113
19	Boxing other articles, general delivery	D	41	109	445
			42	.....	110
			44	.....	112
			46	.....	114

Duties.		Volume of duties.				
Column number.	Description.	Table.	Column.	Line.	Quantity.	Aggregate of items.
20	Delivery to callers	D	40	
			41	.....	.....
			42	.....	.....
			43	.....	.....
			44	.....	.....
			45	.....	.....
			46	.....	.....
27	Bulk mail	B	9	3	.....
				4	.....
				11	.....
				12	.....
28	Registered mail for delivery	D	47	
			48	.....	.....
			49	.....	.....
			50	.....	.....
			51	.....	.....
			52	.....	.....
			53	.....	.....
29	Registered mail for despatch	D	54	
			62	.....	.....
			63	.....	.....
			64	.....	.....
30	Money-orders issued	E	1	
31	Money-orders paid	E	2	.....	.....
32	Sales of postage stamps, etc.	Item G	.....	.....	.....

In the last column (33) of the test table is to be entered the aggregate time requisite for the proper performance of the entire reported volume of *all* duties performed within each hour; and by comparing the totals given in the *footings* under the heads "*Time required*," with the total time reported (in Table A) by the postmaster as *consumed* in each class of duty, it will be possible to determine what relation the time *consumed* bears to that *required*, thus supplying an approximately correct basis for an estimate of the efficiency of his service.

The correctness of the distribution of the estimated quantities as found in Table D is capable of test, as illustrated by the suggestion in tabulated form below—the items of ordinary mail, when divided under heads of "*Received*," "*Delivered*," and "*Despatched*," being used as an example—as of course the aggregate of the last two items should be just equal to the sum of the first.

TABLE D.

Table.	Received.			Delivered.		Despatched.	
	Column.	Line.	Quantity.	Column.	Quantity.	Column.	Quantity.
Ba.....	9	5	640	33	206	60	321
				45	113		
Ba.....	9	6	743	39	307	61	322
				46	114		
Cc.....	17	32	434	36	104	58	219
				43	111		
Cc.....	18	33	537	37	105	59	320
				44	112		
E.....	9		2,428	34	702	56	1,617
				41	109		
D.....	33			33	201		
	40			40	108		
	55		525			55	216
D.....	35			35	153		
	42			42	110		
	57		781			57	518
					2,555		3,533
							2,555
			6,088				6,088

In conclusion, I can only say that how far upward in the scale of post-offices a satisfactory method of measurement without local inspection and solely by means of information elicited by report from the postmaster on some such form as presented can be obtained, or how far downward beyond New York, Chicago, Philadelphia, and Boston a local inspection will be required for that purpose, can, in my judgment, only be decided through successive local inspections (beginning at the office next below Boston in importance) until the point is reached at which the latter method should cease and the former begin. So far as second-class offices are concerned my opinion is that ample means will be supplied through the replies given to the questions embodied in the forms herewith suggested to enable the Department to form an approximately correct estimate of the amount to which each of them is fairly entitled in the matter of allowance; and unless I am greatly mistaken it is in that direction that the best results in the line of avoidance of excessive expenditure may be looked for.

The subject of the "value" of post-office work—under which head is included both "supervision" and "operation," varying in proportions of combination and in degrees of importance in the organization of a post-office, the variety and volume of the elements of its service being in a measure suggestive of the range of knowledge and degrees of talent required on the part of its officers and subordinates for its efficient and economical operation—(or rather the *relative value* of such work as between post-offices, or between divisions and departments within post-offices, and as between their needful equipment of officers and subordinates in their possibly several classes and grades, respectively)—must bring under consideration several elements for their approximate determination, of which the principal is the degree of talent required in each (as far as it may be practicable to measure it); the additional value attaching as an incentive to its continuous development, not alone among those holding those positions, but among those in the lower classes and grades, through such gradual attainment of efficiency as will lead to and justify selection for promotion; and such value as may be determined by taking into account the relative cost of living at different localities and a fair remuneration for undivided time and attention.

Efficiency and economy are the main elements of correct and thorough service—the first being essential and the latter, while important, principally dependent upon the former, as growing out of it, and most certainly, and in the greatest degree, to be attained by the introduction and the strict observance and maintenance of such conditions as will produce and stimulate *competition*; by dividing employes as between officers and subordinates; by the subdivision of each of such divisions, so as to mark, as nearly as practicable, degrees of relative value in the service; by the fixing of rates of compensation on an ascending scale (which for officers may be termed "fixed" and for subordinates "maximum" and "intermediate"); by their allotment to positions on a considerable basis of adequate compensation for talent required (as far as possible to measure), and of encouragement to effort to retain or obtain such compensation under conditions of retention for interest and efficiency displayed in the service and of prompt retirement for lack of these qualifications; by making all original appointments to the lowest grades; by filling vacancies within lines of promotion (as a rule confined within divisions or departments); and by selection on basis of merit, to be ascertained through examinations (whenever practicable), through record of proved efficiency, or through recommendation of officers immediately in control based on their actual observation.

Among employes of the subordinate skilled grades assigned to duties the character of which admits of the application of such tests, promotions should be made as the result of purely technical examinations. Distributors and sorters are probably the only classes in which those examinations would afford such practical results as would warrant the labor involved in conducting them and would be sufficiently frequent if held annually, and as such examinations occupy the time of several months, an allowance should be made to the larger offices for the employment of an examiner to conduct them. Following these examinations the competitors' rates should be fixed and graded in the order of their standing as therein shown, such rates to remain fixed until changed by the result of the next examination, except that when vacancies occur between the holding of such examinations, one from each grade should, in the order of his standing as determined by the record of the last previous examination, move upward one full grade.

Among employes of the subordinate skilled grades assigned to duties which do not admit of profitable or conclusive tests by examinations, promotions should be made by successive compensation rates, by advancement to the "maximum" by way of the "intermediate" rate after one year or such period of faithful service as will confirm the propriety of the original selection, and by gradual periodic or annual advancement in compensation (by promotion when possible) or by increment, from extra allowances, until maximum rate may be reached (this in the case of subordinates, to apply to groups of limited number assigned to special lines of duty, and to those of the lower or "ordinary" and entrance grades. Here may be offered the sug-

gestion that all annual rates of compensation (increasing at the rate of \$60 annually) whether as originally fixed or as increased from time, should be multiples of twelve, a system which, at large offices especially, will be found to greatly promote convenience and accuracy in the accounts connected with the pay-roll.

The promise and development of efficiency can be aided in large degree by a system whereby original appointments are made invariably to the lowest or "entrance" grade as helpers or learners, divided as to clerks into two groups, "seniors" or those who have reached their majority, and "juniors" or minors, the rate for the latter of which, though (at the New York post-office) heretofore fixed at \$430, might, perhaps, be consistently reduced to \$360 per annum, provided tenure of office during good behavior and merit could be assured, and a system of annual increment, for this numerous class of employes, be observed, whereby they would be given (on reaching their majority), as the maximum, the entrance rate of "seniors."

The first duty of the Post-Office Department is certainly to afford, through its post-offices, the utmost facility for the prompt and efficient performance of all the various functions pertaining to its service, and thereby satisfy the reasonable demands of the public whenever and in whatever form presented. It is no less true that it is also the duty of the Post-Office Department to maintain these conditions with due regard to economy in expenditure; but for the purpose of attaining the best results in both directions it is desirable to fix such rates of compensation for the several positions as will present sufficient inducement for the steady development of efficiency and constant, zealous, and intelligent attention to the best interests of the service, and, under proper methods of promotion, not alone stimulate those already promoted to continuous activity and zeal, but also induce those in the lower grades in line of promotion to fit themselves for selection for promotion in turn.

As a possible aid to an elucidation of the subject and in securing the results which such an arrangement promises to afford, it is suggested as an essential feature that officers should be divided into classes, possibly to be respectively termed "executive," "division," "department," "subordinate," and perhaps "petty" officers, and that subordinates should be divided into the several classes of "skilled" (again divided into "superior" and "inferior"), "ordinary," and "helpers," the senior and junior grades of the latter marking the clerical entrance rates, except for the registry division, which should be higher (say the "minimum rate" of the "skilled" classes) than for other employments, vacancies in that division to be filled only by promotions from other divisions after such period of employment as may suffice to demonstrate the possession of the necessary qualifications, integrity, and efficiency.

In case of a number employed in a similar class of duty a further classification should be made by their equal division into groups distributed among the several grades assigned to such duty—one for each.

It is further essential that for each class above the "ordinary" there should be several grades, each with its rate of compensation, those for officers to be termed "fixed" and for subordinates of the "skilled" ("superior and inferior") class each grade to include both a "maximum" and an "intermediate" rate—each maximum rate being practically the minimum rate for first maximum rate above—thus laying the foundation for the promotion of the greatest degree of efficiency, through competition, as obviously if a larger number of clerks are paid equal or nearly equal rates of discouragingly low compensation, there is little inducement for the most desirable among them to remain, nothing to create emulation, nor anything beyond the conscientiousness of an employe to induce more than an apparent or merely perfunctory compliance with the requirements of duty, while there will result an unavoidable tendency to degeneration of the force, rendering it more and more incapable of dealing satisfactorily with the work—a condition which would not be remedied but rather aggravated by mere additions to the force, which oftentimes would appear, from the indifferent character of service rendered, to be very much needed and, if granted, would involve unjustifiable expenditure.

As the result of an observance of methods of appointment only to the lower grades the arrangement by groups and grades in classes and progressive advancement upward in the order of grades and classes, of subordinates until the divisions of officers are reached, and through which advancements are made in the order of classes, the force of an office will be mechanically and naturally arranged in lines of promotion, with all of the advantages growing out of the encouragement of emulation in the force afforded by the possibility of selection of the one of greatest merit and promise from the class and grade in which he is included, for advancement to a higher position.

In elucidation of these propositions a table marked Exhibit C is herewith furnished, of which the first section exhibits a distribution of the employes of the New York (central) post-office (district offices or stations, it is assumed, being subject to such system of measurement, qualified by local conditions, as may be adopted to apply to post-offices of equal grade) by divisions and departments of service, and under the "divisions" of employes as officers and subordinates, their sub "classification" and "grading," while the following sections exhibit the range of compensation rates, the

compensation "rates" for each "grade" being indicated, the figures for which rates, however (some not being found in fact), have largely and necessarily been assumed for the logical expression of "relative" value, but the assumption of which is believed to be fully justified by experience, judgment, and fact.

With reference to low compensation rates it is believed that the majority of the employments in the postal service, except in the case of letter-carriers, are very much underpaid; that this fact will be found to discount any expectation of the withdrawal of even an inconsiderable amount of money from application to clerk-hire. In justification for the figures that have been adopted, it may not be amiss to briefly relate the conditions which have been instrumental in so greatly reducing the compensation rates of the New York post-office, in increasing the number of employes of the lower grades, and in reducing the average annual pay to \$889 (and the gross allowance to much below, moderately estimated, the actual value of the service rendered), while the average for the much less complex service of the carrier is greater, being \$912.

The subject of grading officers and subordinates was first given consideration several years ago, when a system was found to prevail whereby the larger payments were made to the least competent and attentive and the smaller to those upon whom the burdens of the service mainly rested. Much in the nature of a proper adjustment of rates of compensation was accomplished, although early in the process it was recognized that the payment of rates on a basis (as far as practicable to measure) of the relative value of services required even then was impracticable without a further but not considerable expenditure in order to increase rates among the existing force; but the process of gradual adjustment was being successfully carried forward, when the recommendations of successive visiting commissions disturbed much that had been accomplished in securing efficiency by expenditures not incompatible with economy. Reductions of salaries, selected apparently at random, were adopted, or recommendations made and adopted that such allowances only should be made as would obtain but a portion of the force for which requisition had been made; and as a rule, instead of the several rates requested, a very low and uniform one was substituted; and as the force had to be strengthened numerically to cope with the rapidly increasing volume of work thrown upon the office (methods to develop efficiency having been adopted and being in successful operation as far as these conditions would admit of it), whenever a salary capable of such division was released by retirement, it was divided into two (in some cases three) portions, so as to secure that number of additional clerks, which enforced policy, of course, resulted in a gradual increase of underpaid help, rendered impossible any grading as represented by rates of compensation, and left no distinctions except those of title and lines of promotion, limited the number of advancements in rates of compensation, and left such long intervals between them that the larger encouragement to development of efficiency through the hope of its substantial reward was practically nullified, and enforced, so far as rates were concerned, an almost total abandonment of the scheme. At the present time, of 1,075 persons paid out of "clerk-hire allowance," 623 are paid less than \$900, of which 309 are paid \$600 and less, and of these 115 are paid \$480 or less—facts exceedingly discouraging to thorough good or willing service, and, if the expression be permitted, not creditable to the service.

In setting forth the unfortunate results of the action of these commissions, I refer to those whose visits occurred from 1882 to 1884, and who practically destroyed the system that had been approved by preceding commissions, and I have done this rather by way of explanation than of criticism.

In conclusion, it is deemed proper to suggest, as affecting the subject, in order that the service represented by the larger offices should not suffer by the widespread and unexpected demands from the aggregation of smaller offices upon the appropriation, that the estimates for appropriations by Congress should be predicated, so far as their service is concerned, upon estimates of their growing needs previously obtained from the larger offices.

EXHIBIT C.—FIRST SECTION.
 Arrangement of employes of the New York (Central) post-office in divisions, classes, and grades.

Divisions	Officers.										Subordinates.												
	Execu- tive.		Division.		Department.		Subordinate.		Petty.		Skilled.												
	A.	B.	C.	D.	E.	F.	G.	H.	I.	J.	K.	L.	M.	N.	O.	P.	Q.	R.	S.	Ordinary.	Senior.	Junior.	Helpers.
Classes																							
Grades																							
<i>Divisions of post-office service and of employes under titles indicating position or duty.</i>																							
Executive:																							
Postmaster																							
Clerk and messenger																							
Assistant postmaster																							
General clerk																							
Correspondence and record:																							
Chief clerk and secretary Civil Service Exam- ining Board																							
Correspondence clerk																							
General clerks																							
Inquiry, search, and irregular mail:																							
Superintendent																							
Assistant superintendent																							
General clerks																							
Supplies:																							
Store-keeper																							
Supplies clerk																							
Printing:																							
Foreman																							
Compositors																							
Pressmen																							
Instruction and information:																							
Superintendent																							
General clerks																							
Miscellaneous:																							
Repair and preservation:																							
Street-box inspector																							
Machinist																							
Carpenters																							

Arrangement of employes of the New York (Central) post-office in divisions, classes, and grades—Continued.

Divisions.....	Officers.						Subordinates.																	
	Executive.		Division.	Department.	Subordinate.	Petty.	Skilled.			Helpers.														
	A.	B.	C.	D.	E.	F.	G.	H.	I.	J.	K.	L.	M.	N.	O.	P.	Q.	R.	S.	T.	U.	V.		
																						Senior.	Junior.	
Classes.....																								
Grades.....																								
<i>Divisions of post-office service and of employes under titles indicating position or duty—Continued.</i>																								
Executive—Continued.																								
Miscellaneous—Continued.																								
Protection:																								
Mail lobby:																								
Doormen.....																								
Stamp supplies:																								
Watchmen.....																								
Cleaning:																								
Janitor.....																								
Cleaners.....																								
Waste:																								
Waste sorter.....																								
Accounting:																								
Receipts and disbursements:																								
Cashier.....																								
Assistant cashier.....																								
General clerks.....																								
Postage supplies:																								
Stock-keeper.....																								
Assistant stock-keeper.....																								
Accounts:																								
Chief accountant.....																								
Chief clerk.....																								
Accountant.....																								
Appointment clerk.....																								
General clerks.....																								

Dispatch:																			
Transportation:																			
Assistant superintendent.....																			
Head dispatcher.....																			
General clerks.....																			
Telephone-switch clerk.....																			
Dispatchers.....																			
Bank mail transfer within office:																			
Foreign mails:																			
Porter.....																			
Inland mails, printed matter:																			
Head porters.....																			
Porters.....																			
Delivery mails:																			
Dispatchers.....																			
Porters.....																			
Postage supplies:																			
Porters.....																			
Mail equipment:																			
Head clerk.....																			
Book-keeper.....																			
Porters.....																			
Mail slips and labels:																			
Head clerk.....																			
Label clerks.....																			
Distribution:																			
General superintendent.....																			
Superintendent.....																			
Special correspondence clerk.....																			
Routine correspondence clerk.....																			
General clerks.....																			
Inland mail branch:																			
Letters and circulars:																			
Assistant superintendent.....																			
Chief clerks of tours.....																			
Mail openers.....																			
Mail opening:																			
Drop:																			
Window clerk.....																			
Postmarking:																			
Stamp keeper.....																			
Separation:																			
Head separators.....																			
Distribution:																			
First grade:																			
Head distributors.....																			
Distributors.....																			
Second grade:																			
Head distributors.....																			
Distributors.....																			

Arrangement of employes of the New York (Central) post-office in divisions, classes, and grades—Continued.

Divisions	Officers.										Subordinates.											
	Execu- tive.		Division.		Department.		Subordinate.		Petty.		Skilled.			Ordinary.		Helpers.						
	A.	B.	C.	D.	E.	F.	G.	H.	I.	J.	K.	L.	M.	N.	O.	P.	Q.	R.	S.	T.	U.	V.
Classes																					
Grades																					
<i>Divisions of post-office service and of employes under titles indicating position or duty—Continued.</i>																						
Distribution—Continued. Inland mail branch—Continued. Letters and circulars—Continued. Pouching: Head poucher Pouchers Printed and package mail: Assistant superintendents Chief clerks of tours Separation: Head separator Separators Distribution: First grade: Head distributors Distributors Second grade: Head distributors Distributors Foreign mail branch: Assistant superintendent Chief clerks of tours Accountant General clerks Letter and circular mail: Bagging clerk Distributors Separators Other matter: Head distributor Distributors																						

Delivery:																					
General superintendent.....																					
Superintendent.....																					
Special correspondence.....																					
Routine correspondence.....																					
General clerks.....																					
Assistant superintendents.....																					
Sortations:																					
Letters and circulars:																					
Mail opening.....																					
Mail openers.....																					
Postmarking.....																					
Stampers.....																					
Sortation:																					
Chief sorter.....																					
Combination sorters.....																					
Fouchers.....																					
Newspapers:																					
Head sorter.....																					
Sorters.....																					
Deliveries:																					
Lock-box:																					
Boxes.....																					
Special or bank window:																					
Boxes.....																					
Carriers:																					
Assistant superintendent.....																					
Dispatchers.....																					
General delivery:																					
Assistant superintendent.....																					
Window clerks.....																					
Searchers.....																					
Newspaper:																					
Boxes.....																					
Special delivery:																					
Special-delivery clerk.....																					
Irregular mail:																					
Blind reader.....																					
Directory readers.....																					
Publishers' notice clerk.....																					
Registry:																					
General superintendent.....																					
Superintendent.....																					
Correspondence clerk.....																					
Head searcher.....																					
Searchers.....																					
Interpreter.....																					
General clerk.....																					

Arrangement of employes of the New York (Central) post-office in divisions, classes, and grades—Continued.

Divisions	Officers.						Subordinates.															
	Executive.		Division.		Department.		Subordinate.		Petty.		Skilled.			Helpers.								
	A.	B.	C.	D.	E.	F.	G.	H.	I.	J.	K.	L.	M.	N.	O.	P.	Q.	R.	S.	T.	U.	V.
Classes																						
Grades																						
Divisions of post-office service and of employes under titles indicating position or duty—Continued.																						
Assistant superintendents.....																						
Receiving and forwarding:																						
Bulk mail.....																						
Head dispatcher.....																						
Dispatchers.....																						
Trunk opening:																						
Trunk openers.....																						
Package-envelope opening:																						
Package-envelope openers.....																						
Package-envelope examiners.....																						
Articles of mail:																						
Chief receiving clerk.....																						
Recept clerk.....																						
Receiving clerks.....																						
Inspection:																						
Inspectors.....																						
Numbering:																						
Numberers.....																						
Record entry:																						
Entry clerks.....																						
Distribution:																						
Domestic:																						
Head distributor.....																						
Distributors.....																						
Foreign:																						
Head distributor.....																						
Distributors.....																						
Sortation:																						
Sorters.....																						

Arrangement of employes of the New York (Central) post-office in divisions, classes, and grades—Continued.

Divisions	Officers.						Subordinates.													
	Executive.		Division.	Department.		Subordinate.	Skilled.			Helpers.										
	A.	B.	C.	D.	E.	F.	G.	H.	I.	J.	Petty.	Superior.	Inferior.	Ordinary.	Senior.	Junior.				
												N.	O.	P.	Q.	R.	S.	T.	U.	V.
Revenue:																				
Sales of postage-stamps, etc.:																				
Branch office supplies:																				
Branch supply clerk:																				
Wholesale branch:																				
Chief clerk:																				
Wholesale stamp clerks:																				
Retail windows:																				
Stamp-window clerks:																				
Collection of second-class postage:																				
Chief weighing clerk:																				
Weighing clerks:																				
Mail inspection and rating (due postage):																				
Chief inspector:																				
Inspectors and sorters:																				
Inspectors:																				

Divisions of post-office service and of employes under title indicating position or duty—Continued.

ch grade.

Division.	1,440	1,380	1,320	1,260	1,200	1,140	1,080	1,020	960	900	840	780	720	660	600	540	480	420	360	300	240	180
Officers			||		||																	
Subordinates		||		||		||				||												

Entrance grade for registry division.

P

D 120 43
115 44
110 45
105 46
100 47
95 48
90 49
85 50
80 51
75 52
70 53
65 54
60 55
55 56
50 57
45 58
40 59
35 60
30 61
25 62
20 63
15 64

Special report from _____ class, post-office, at _____,
County of _____,
State of _____.

[To be filled up in _____ by the postmaster. Post-office opens at _____ a. m., and closes _____.]

operations of the office.

Instructions those of the postmaster and assistant postmaster), the names to be written in *black ink* person, dividing the same (if necessary) as indicated by the heading of each column, and 7 to C2, inclusive, enter (on line opposite the name of each person) the number of hours' trips for each class of service is to be inserted). (5) The item "Letters" included
N. B.—The

of the office.

The po

1. Wha

2. Wha

3. Stat

4. If any agencies or educational or religious institutions, give their names and sta

5. Is yo arily increased through the presence of visitors?

6. Are y

7. Is yo

8. What ar locality?

9. What

10. What

I certify of my knowledge and belief.

Postmaster.

P

Test table, in connection with each hour of a single day, and in connection therewith (under) the possible work per hour in each class of duty.

In the last column the totals given in the footings, under the heads "Time required," thus supplying an approximately correct basis for an estimate of the efficiency of the clerks.

	Registry.		Money-orders.		Sales of stamps, envelopes, etc.	Total time required for all duties each hour.
	Volume of duty reported.	Time required.	Volume of duty reported.	Time required.		
	28		30			
From 3 a. m. to 4						
From 4 a. m. to 5						
From 5 a. m. to 6						
From 6 a. m. to 7						
From 7 a. m. to 8						6.25
From 8 a. m. to 9						
From 9 a. m. to 10						
From 10 a. m. to 11						
From 11 a. m. to 12						
From 12 m. to 1						
From 1 p. m. to 2						
From 2 p. m. to 3						
From 3 p. m. to 4						
From 4 p. m. to 5						
From 5 p. m. to 6						
From 6 p. m. to 7						
From 7 p. m. to 8						
From 8 p. m. to 9						
From 9 p. m. to 10						
From 10 p. m. to 11						
From 11 p. m. to 12						
From 1 a. m. to 2						
From 2 a. m. to 3						
Totals						6.25

Statement of railway postal car service, in separate cars of forty feet or more in length, for

Designation of railway post-office.	No. of route.	Length of line paid for.	No. of round trips per week.	Annual mileage.	No. of cars in daily use.	No. of cars in reserve.
Bangor and Boston.....	6	247.35	13	335,406.60	4	¹ 1
.....	3001	.....	.....	.....	.....	.....
Boston and Albany	3025	201.29	12 ¹	263,482.16	4	.....
Boston and New York (short run)	5905	130.00	6	85,136.00	2	.....
Boston, Providence and New York.....	3035	157.58	7	115,033.40	2	.....
.....	4002	.....	.....	.....	.....	.....
.....	5004	.....	.....	.....	.....	.....
.....	5005	.....	.....	.....	.....	.....
.....	(part.)	.....	.....	.....	.....	.....
Boston, Springfield and New York	3025	201.29	20	419,890.94	4	.....
.....	(part.)	.....	.....	.....	.....	.....
.....	5905	.....	.....	.....	.....	.....
Saint Albans and Boston.....	2302	266.39	12	333,520.28	2	.....
.....	(part.)	.....	.....	.....	.....	.....
.....	1308	.....	.....	.....	.....	.....
.....	1001	.....	.....	.....	.....	.....
.....	(part.)	.....	.....	.....	.....	.....
.....	3016	.....	.....	.....	.....	.....
Skowhegan and Portland.....	5	102.03	6	64,434.18	2	⁶ 1
Vanceborough and Bangor.....	12	114.86	12	143,804.72	2	.....
Albany and New York	6011	143.00	12 ¹	186,472.00	1	.....
.....	(part.)	.....	.....	.....	.....	.....
Albany and Rochester	6011	251.50	12 ¹	327,956.00	3	.....
.....	(part.)	.....	.....	.....	.....	.....
.....	6013	.....	.....	.....	.....	.....
New York and Dunkirk.....	6001	459.55	13	623,149.80	4	⁷ 3
New York and Pittsburgh	7004	443.50	20 ¹	948,203.00	11	⁸ 17
.....	(part.)	.....	.....	.....	.....	.....
.....	8001	.....	.....	.....	.....	.....
New York and Washington	7004	228.09	20	475,795.74	6	⁹ 1
.....	(part.)	.....	.....	.....	.....	.....
.....	10001	.....	.....	.....	.....	.....
.....	10013	.....	.....	.....	.....	.....
Williamsport and Baltimore.....	8006	178.97	6	112,035.22	2	¹ 1
.....	10032	.....	.....	.....	.....	.....
Baltimore and Bristol	10006	326.49	7	298,272.00	3	.....
(Cars on this line run through to Chattanooga, Tenn.)	(part.)	.....	.....	.....	.....	.....
.....	11021	.....	.....	.....	.....	.....
.....	11013	.....	.....	.....	.....	.....
.....	(part.)	.....	.....	.....	.....	.....
.....	13052	.....	.....	.....	.....	.....
Baltimore and Grafton	10003	293.75	21	643,312.50	8	¹⁰ 5
(Cars on this line run through to Saint Louis, Mo.)	(part.)	.....	.....	.....	.....	.....
Lynchburgh and Bristol	11013	204.49	7	149,212.00	4	.....
(Cars run through to Chattanooga, Tenn.)	.....	.....	.....	.....	.....	.....
Richmond and Danville	11006	110.79	7	102,711.00	2	⁶ 1
Roanoke and Bristol	11013	159.16	7	109,616.80	2	.....
(See Baltimore and Bristol R. P. O.)	(part.)	.....	.....	.....	.....	.....
Washington and Charlotte.....	11018	283.75	14	558,815.00	8	¹¹ 4
(Cars run through to Atlanta, Ga.)	11002	.....	.....	.....	.....	.....
.....	11016	.....	.....	.....	.....	.....
.....	11033	.....	.....	.....	.....	.....
Washington and Charlotte (short run).....	11018	173.82	7	126,888.60	2	.....
.....	(part.)	.....	.....	.....	.....	.....
.....	11002	.....	.....	.....	.....	.....
.....	(part.)	.....	.....	.....	.....	.....
Washington and Wilmington	11001	305.36	14	533,425.00	8	.....
.....	11008	.....	.....	.....	.....	.....
.....	11009	.....	.....	.....	.....	.....
.....	13002	.....	.....	.....	.....	.....
Atlanta and Montgomery	15003	173.57	14	253,412.50	4	.....
(Department pays for 40-foot cars only.)	17001	.....	.....	.....	.....	.....
Cairo and New Orleans	18001	350.80	7	492,084.00	5	.....
(Department pays for 40-foot cars only.)	.....	.....	.....	.....	.....	.....
Charlotte and Atlanta	15001	268.03	14	391,323.80	.....	.....
(See Washington and Charlotte.)	.....	.....	.....	.....	.....	.....
Chattanooga and Atlanta	15002	138.47	21	308,249.30	6	⁶ 1
(On trains 1, 2, 11, and 12 Department pays for 40-foot cars only. On trains 3 and 4 for 50-foot.)	.....	.....	.....	.....	.....	.....

¹ 40 feet.² 50 feet.³ 54 feet.⁴ See B., P. & N.Y. R. P. O.⁵ 42 feet.⁶ 41 feet.⁷ 50 feet.⁸ Four cars 40 feet; thirteen 60 feet.⁹ 60 feet.

RAILWAY MAIL SERVICE—POSTAL CAR SERVICE.

239

DIX D.

the fiscal year ended June 30, 1887, showing the several routes and the statistical details of each.

Length of cars, in feet.					Average weight of mail, whole distance, per day.	Annual pay for transportation.	Annual pay for railway postal cars.	Annual pay for special facilities.	Total amount.
60 feet.	55 feet.	50 feet.	45 feet.	40 feet. Less than 40 feet.					
4					15,192	\$38,464.74	\$13,800.00		852,284.74
	2 ²				29,499	40,202.52	10,935.00		51,137.52
	2 ²	2 ²			42,810	115,633.18	24,959.75		149,612.93
					11,597	10,608.84	2,200.00		12,808.84
					12,702	15,640.34	3,090.00		18,730.34
					13,103	13,326.10	2,589.00		15,915.10
					64,611	109,885.28	23,708.50		132,593.78
	2	3 ²			(4)				
				2	5,453	27,829.20	3,012.50	\$17,617.06	17,647.06
					6,579	13,062.56	1,744.00		14,806.56
					11,733	8,809.50	967.00		9,716.50
					14,363	10,890.94	996.25		11,797.19
				2	1,621	11,088.64			11,088.64
				2	6,599	21,507.53	2,871.50		24,379.03
	1								25,000.00
	3								
					4,375	16,806.40	4,169.00		20,966.40
					12,297	114,310.93	31,628.40		145,939.33
9				2	136,401	143,143.56	39,628.25		181,771.81
					91,679	387,120.71	97,947.50		484,168.21
6					(10)				
					58,491	68,128.45	9,180.00	20,000.00	97,308.45
					57,708	33,304.98	4,540.00	17,419.26	17,419.26
								21,900.00	59,744.98
				2	1,388	7,949.92	1,024.00		8,973.92
					11,371	32,922.28	3,459.25		36,372.53
				11 ²	3,576	14,015.70	2,165.00	15,891.50	31,982.20
				1	2,612	32,804.64	5,995.00		38,799.64
					6,222	37,574.85	8,864.00		46,438.85
					6,520	45,346.33	12,108.50		57,454.83
14	4				21,912	137,186.94	39,115.60		176,302.54
		14 ¹	15 ²	16 ¹					
			6 ²		1,694	17,445.22			17,445.22
			10 ²						
	4	4			21,616	2,582.08	851.00		3,433.08
					21,338	37,477.84	19,136.00		76,613.88
					14,964	18,295.75	5,914.80		24,120.55
					14,436	38,815.63	12,888.90		51,704.53
				6 ²					
					12,226	37,537.39	13,908.00		51,465.39
					14,840	6,459.61	1,871.20	4,268.07	12,599.48
					13,595	16,799.36	5,129.00	11,689.00	33,599.36
					11,291	38,422.41	12,965.60	29,577.77	81,065.78
		4			7,493	17,254.47	4,368.00		21,622.47
					6,851	16,437.66	4,319.50		20,748.16
		2	10 ³		4,317	88,535.59	16,524.00		105,059.59
					9,595	58,896.91	24,122.70		83,019.61
		5		6 ¹	8,067	28,177.26	12,462.50		40,639.76

¹⁰ See New York and Pittsburgh R. P. O.¹¹ 44 feet.¹² One car 50 feet; four 52 feet.¹³ 52 feet.¹⁴ 43 feet.¹⁵ One car 41 feet.¹⁶ 39 feet; whole car.¹⁷ Two cars 60 feet; two 59 feet¹⁸ One car 44 feet.

Statement of railway postal car service, in separate cars of forty feet

Designation of railway post-office.	No. of routes.	Length of line paid for.	No. of round trips per week.	Annual mileage.	No. of cars in daily use.	No. of cars in reserve.
Meridian and New Orleans..... (No pay for postal-cars.)	18016	196.24	6	122,846.24	2	1
Meridian and Vicksburg..... (No pay for postal-cars.)	18003	140.69	7	102,703.70	2	1
Montgomery and New Orleans.....	17012	322.09	14	470,120.00	4	1
Wilmington and Jacksonville..... (One line of 40-foot cars and one line of 50-foot cars paid for by Department.)	17013 14002 14005 14904 15009 (Part.)	498.50	14	727,810.00	9	3
Bowling Green and Memphis.....	20008	263.15	7	192,089.50	2	1
Chicago and Cincinnati.....	23020 (Part.) 23029 23005 23003	304.81	13	413,322.35	4	1
Cincinnati and Chattanooga.....	20020	338.20	7	246,886.00	2	1
Chattanooga and Meridian..... (No pay for 42 and 45-foot cars.)	17015	295.45	7	215,078.50	3	1
Cincinnati and Nashville.....	20004 20017 20005	299.60	14	437,416.00	4	3
Cincinnati and Saint Louis..... (See Baltimore and Grafton R. P. O.)	22010	338.20	14	493,772.00	4	1
Cleveland and Cincinnati.....	21042 (Part.)	244.60	14	357,110.00	4	1
Cleveland and Indianapolis.....	21042 (Part.)	284.07	7	207,371.10	2	1
Grafton and Chicago.....	21016 10003 (Part.)	106.47	7	77,523.10	3	1
(East Division).....	21001					
Grafton and Chicago.....	21010 (Part.)	359.79	6	225,228.54	2	1
(West Division).....	21047					
Grafton and Cincinnati.....	12002 21028	209.65	14	457,449.00	4	1
(See Baltimore and Grafton R. P. O.)						
Indianapolis and Saint Louis.....	22025 22043	233.42	6	164,000.02	2	1
Pittsburgh and Chicago (East Division).....	21002 (Part.)	188.70	7	137,731.00	4	1
Pittsburgh and Chicago (West Division).....	21002 (Part.)	270.50	7	204,035.00	4	1
Pittsburgh and Cincinnati.....	21032 21014	321.50	14	455,274.00	4	1
(See New York and Pittsburgh R. P. O.)						
Pittsburgh and Saint Louis.....	21032 (East Division) (See New York and Pittsburgh R. P. O.)	360.40	14	505,284.00	4	1
(East Division).....	21015					
(See New York and Pittsburgh R. P. O.)						
Pittsburgh and Saint Louis.....	22002 22044	241.08	14	351,976.80	4	1
(West Division).....						
(See New York and Pittsburgh R. P. O.)						
Toledo and Saint Louis.....	21019 (Part.) 23023	318.70	7	232,694.80	2	1
Bloomington and Roadhouse.....	23018	111.27	6	69,055.02	1	1
Burlington and Council Bluffs..... (See Chicago and Burlington R. P. O.)	27005	291.00	14	424,800.00	4	1
Centralia and Cairo.....	23020 (Part.)	113.43	6	71,097.18	2	1
Chicago and Burlington.....	23007	205.07	14	289,700.00	12	1
Cedar Rapids and Council Bluffs..... (See Chicago and Cedar Rapids R. P. O.)	23003	273.62	14	390,777.20	4	1
Chicago and Cedar Rapids.....	23003 (Part.)	216.32	14	315,827.20	6	1
Crete and Red Cloud.....	34006 34016	150.82	6	94,413.32	1	1
Chicago and Streeter.....	23007 23012	195.58	6	61,147.08	1	1

* 56 feet.

* 44 feet.

* 50 feet.

* 49 feet.

* One car 44 feet; three cars 42 feet.

* 42 feet.

* 74 feet.

* 40 feet.

D—Continued.

or more in length, for the fiscal year ended June 30, 1887—Continued.

Length of cars in feet.						Average weight of mail whole distance per day.	Annual pay for transportation.	Annual pay for railway postal cars.	Annual pay for special facilities.	Total amount.
60 feet.	55 feet.	50 feet.	45 feet.	40 feet.	Less than 40 feet.					
						630	\$13,591.58			\$13,591.58
					32	1,531	13,105.70			13,105.70
				44		6,146	28,667.75	\$0,028.50		37,696.25
					34	5,897	25,515.38	7,071.50		32,586.88
			45			6,781	36,633.33	7,150.00	\$20,075.00	63,858.33
						8,326	21,018.12	6,630.00	17,337.50	44,985.62
						7,191	23,320.35	7,475.00	19,710.00	49,605.35
						7,442	33,725.47	11,147.50	31,298.75	76,171.72
				2		7,963	52,424.73	7,894.50		60,319.23
2	2					10,499	61,006.95	20,469.65		81,476.60
						20,239	24,258.48	6,547.50		30,805.98
						21,442	22,435.48	5,831.10		28,266.58
						18,154	34,669.91	10,028.00		44,697.91
				2		4,702	56,675.55	8,455.00		65,130.55
				2	31	2,273	31,276.46			31,276.46
						19,548	35,866.18	6,540.00		42,406.18
						16,822	1,335.10	270.00		1,605.10
						16,947	55,204.00	11,100.00		66,304.00
						18,554	106,702.10	23,674.00		130,376.10
					4	13,788	64,623.32	14,230.00		78,853.32
					2					
						5,882	36,816.26	5,101.75		41,918.01
						7,261	23,297.34	4,218.80		27,516.14
						6,889	19,515.10	3,551.60		23,066.70
						4,930	45,877.59	10,840.00		56,717.59
						24,107	39,134.20	8,360.00		47,494.20
						24,538	74,082.84	15,612.00		89,694.84
					2	1,477	7,707.90	1,832.25		9,540.15
						1,222	18,045.23	4,753.25		22,798.48
						23,000	170,134.51	23,410.00		193,544.51
						61,656	148,940.83	52,758.75		201,699.58
						20,281	40,133.91	12,065.00		52,138.91
						42,547	107,856.60	32,996.25		140,842.85
						40,874	41,215.03	13,018.25		54,233.28
						38,301	87,702.28	20,170.75		116,963.03
						11,242	112,515.32	26,851.80		139,367.12
						12,380	22,095.94	5,672.00		28,767.94
					1	1,333	13,319.02			13,319.02
						3,731	121,068.00	58,200.00		179,268.00
					32	(11)				
						54,021	144,426.60	48,615.00		193,041.60
						12,894	91,201.46	28,286.80		119,488.26
						(12)				
					131	1,939	3,816.05			3,816.05
					141	3,020	17,170.49			17,170.49
					(13)	1,420	5,759.13			5,759.13

⁹ 51 feet.

¹⁰ 60 feet.

¹¹ See Chicago and Cincinnati R. P. O.

¹² See Cedar Rapids and Council Bluffs.

¹³ Whole car, 35 feet.

¹⁴ Whole car, 27 feet.

¹⁵ See Chicago and Burlington R. P. O.

Statement of railway postal-car service, in separate cars of forty feet

Designation of railway post-office.	No. of route.	Length of line paid for.	No. of round trips per week.	Annual mileage.	No. of cars in daily use.	No. of cars in reserve.
Chicago and Centralia.....	23020 (part.)	252.10	13	\$341,847.60	4	.....
Chicago, Forreston and Dubuque.....	23007 (part.) 23036 23021 (part.)	200.64	6	125,600.64	2	.....
Chicago, Freeport and Duluth.....	23002 (part.) 23021 (part.)	190.19	6	119,058.94	2	.....
Chicago, McGregor and Saint Paul (East Division).....	23054 25024 27028 27612	185.20	6	115,935.20	2	2
Chicago, McGregor and Saint Paul (West Division).....	26009 23035 25002 26013	212.43 426.70	6 20	132,981.18 890,096.20	11	11
Chicago and Quincy.....	23007 (part.) 23010	264.09	7	192,785.70	3	101
Chicago and Quincy (short run) (See Chicago and Quincy.)	23010	101.09	7	73,795.70	.....	.....
Chicago and Saint Louis.....	23017	281.17	13	381,266.52	4	12
Chicago and West Liberty.....	23015 (part.) 27014	221.77	14	323,784.20	6	121
Chicago and Winona.....	25009 (part.) 25011 25010 25014 (part.)	313.69	13	425,363.64	4	.....
Davenport and Atchison.....	25064 (part.) 27017 (part.) 28057 28032	401.97	6	251,633.22	2	.....
Fort Howard and Chicago.....	25069	212.70	6	151,950.20	2	101
Green River and Huntington.....	34001 37001	571.74	7	417,370.20	4	.....
Ishpeming and Fort Howard.....	24031	179.45	7	130,998.50	2	101
La Fayette and Quincy.....	21019 (part.)	268.05	6	167,799.30	2	.....
Milwaukee and Chicago.....	23001	85.37	6	53,441.62	1	.....
Neehe and Saint Paul (Cars paid for between Saint Paul and Breckenridge.)	35005 26005 26006	216.12	7	157,767.60	3	.....
Norfolk and Columbus.....	34012	50.68	6	31,725.68	1	.....
Omaha and McCook.....	34038 34002 (part.) 34009	285.25	7	208,232.50	3	.....
Omaha and Ogden.....	34001	1,034.24	14	1,509,950.40	8	102
Pacific Junction and McCook.....	27073 34039 34002 34009	292.31	7	213,386.30	2	.....
Peoria and Jacksonville.....	23038	81.52	6	52,909.52	1	.....
Powers and Florence.....	24032 (part.)	41.74	6	26,129.24	1	.....
Saint Paul and Mandan.....	26001	475.00	13	644,100.00	4	.....
Saint Paul and Council Bluffs (between Saint Paul and Sioux City).....	26025 27029 23003 (part.)	269.65	7	196,844.50	2	.....

1 44 feet.

2 41 feet.

3 See Chicago and Cincinnati.

4 See Chicago and Burlington R. P. O.

5 See Chicago, Forreston and Dubuque.

6 39 feet.

7 49 feet.

8 60 feet.

9 59 feet.

10 54 feet.

11 51 feet.

12 50 feet.

D—Continued.

or more in length, for the fiscal year ended June 30, 1887—Continued.

Length of cars in feet.						Average weight of mail whole distance per day.	Annual pay for transportation.	Annual pay for railway postal cars.	Annual pay for special facilities.	Total amount.
60 feet.	55 feet.	50 feet.	45 feet.	40 feet.	Less than 40 feet.					
			12	12		(2)				
				12		(4)				
						5,877	\$13,390.53	\$2,039.25		\$15,429.78
						4,579	42,258.94	4,834.15		47,093.09
		12				5,003	20,757.60	4,855.00		25,613.20
			12			(5)				
						8,012	23,312.08	2,912.50		25,224.58
						2,231	25,720.38	550.00		26,270.38
						2,249	41,137.22	68.50		41,205.72
						2,982	24,040.22	2,415.00		26,455.22
						3,720	25,171.48			25,171.48
6	12					43,949	50,547.15	15,081.50		65,628.65
						35,167	97,656.65	32,019.50		129,676.15
						28,300	50,973.49	21,385.50		72,358.99
	101	112				(4)				
						13,263	23,336.62	6,570.85		29,907.47
						14,824	66,111.50	22,493.60		88,605.10
4			12			12,155	40,194.84	11,889.80		52,084.64
		4				6,186	42,843.76	16,700.75		59,544.51
						7,499	42,581.29	12,216.00		54,797.29
						1,376	9,532.90	592.00		10,124.90
						7,507	38,080.25	7,580.80		45,661.05
						5,560	6,059.00	1,192.80		7,251.80
						4,139	(13)			
				11	141	3,017	43,143.37			43,143.37
						1,655	(13)			
						693	2,609.05			2,609.05
		2				7,499				
1		3	(15)			27,325	423,572.99	59,037.75		482,610.74
						2,315	81,000.70			81,000.70
						2,529	19,394.95			19,394.95
		2			162	11,242	112,515.32	20,851.80		139,367.12
						8,986	17,883.30	2,134.25		20,017.55
				3		1,322	15,654.57			15,654.57
						2,863	7,333.14			7,333.14
						4,937	26,165.65	5,403.00		31,568.65
		1				460	3,076.78			3,076.78
				3		5,377	(13)	780.00		780.00
						7,641	24,309.85	6,099.00		30,408.85
						3,479	57,629.03	6,569.00		64,198.03
						(16)	(16)			
6		2				8,556	1,044.00	172.25		1,216.25
				2		5,800	17,443.64	784.25		18,227.89
						(19)	(19)			
						(19)	(19)			
					161	620	6,070.22			6,070.22
					161	386	3,220.83			3,220.83
						11,448	297,120.12	11,803.25		308,923.37
			12			7,158	30,432.70	6,741.25		37,173.95
						7,209	10,551.69	1,004.50		12,456.19
						12,894	91,201.46			91,201.46

¹³ Pay not fixed.

¹⁴ Whole car, 39 feet.

¹⁵ See Omaha and Ogden R. P. O.

¹⁶ Whole car, 36 feet.

¹⁷ One car, 50 feet; one 59 feet.

¹⁸ See Green River and Hunting-

ton R. P. O.

¹⁹ See Omaha and McCook R. P. O.

²⁰ Whole car, 38 feet.

²¹ 35 feet.

Statement of railway postal car service, in separate cars of forty feet

Designation of railway post-office.	No. of route.	Length of line paid for.	No. of round trips per week.	Annual mileage.	No. of cars in daily use.	No. of cars in reserve.
West Liberty and Council Bluffs.....	27014	279.10	14	\$407,486.00	.....	.....
(See Chicago and West Liberty R. P. O.)	(part.)					
Winona and Tracy.....	26015	231.05	6	144,637.30	2	.....
	26014					
	(part.)					
Hannibal and Denison.....	28014	574.00	7	419,085.70	4	1
	28011					
Kansas City and Denver.....	33001	641.02	7	467,944.60	3	.....
Kansas City and Pueblo.....	33016	635.07	14	927,202.20	6	2
	33010					
	(part.)					
Quincy and Kansas City.....	28005	226.49	14	320,675.40	3	.....
	(part.)					
	28010					
Saint Louis and Atchison.....	28001	331.20	.....	513,896.45	8	1
		(² 283.13)				
		(⁵ 47.08)				
Saint Louis and Halstead.....	28003	287.20	14	419,312.00	4	2
(Service between Pierce City and Halstead performed in apartment cars.)	(part.)					
Saint Louis, Moberly and Kansas City.....	28004	277.20	14	404,712.00	4	1
Saint Louis and Texarkana.....	28002	489.31	14	714,392.60	6	4
	28026					
Butte City and Ogden.....	41003	405.88	7	290,292.40	4	.....
Delta and Sacramento.....	40003	209.97	7	153,278.10	2	.....
	40022					
	40001					
	(part.)					
Deming and Los Angeles.....	40001	715.89	7	522,599.70	.....	.....
	40014					
	(part.)					
Ogden and San Francisco.....	40001	834.17	7	608,944.10	6	1
San Francisco and Los Angeles.....	40001	483.84	7	353,203.20	6	.....
	40032					
	40010					
	40014					(¹¹)
Cleveland and Toledo.....	21095	113.00	6	70,738.00	1	.....
	(part.)					
	21007					
Detroit and Chicago.....	21 06	285.10	13	396,595.60	4	10 ²
New York and Chicago (East Division).....	6011	289.50	10	603,897.00	.....	.....
	(part.)					
New York and Chicago (Middle Division).....	6011	335.60	20	700,061.60	.....	.....
	(part.)					
	21095					28
	(part.)					10 ⁸
New York and Chicago (West Division).....	21095	356.80	20	744,284.80	.....	.....
	(part.)					
	21007	74.00	7	54,677.00	.....	.....
	21045	134.26	12 ¹	87,547.52	.....	.....
Total.....				33,481,026.57	342	90

¹ Whole car, 35 feet.² 50 feet.³ Whole car, 39 feet.⁴ 49 feet.⁵ 59 feet.⁶ Service three times daily between Saint Louis and Kansas City; twice between Kansas City and Saint Louis; once between Kansas City and Atchison.⁷ 55 feet.⁸ Two cars, 49 feet; two cars, 51 feet.⁹ 51 feet.¹⁰ See San Francisco and Los Angeles R. P. O.

D—Continued.

or more in length for the fiscal year ended June 30, 1887—Continued.

Lengths of cars in feet.						Average weight of mail whole distance per day.	Annual pay for transportation.	Annual pay for railway postal cars.	Annual pay for special facilities.	Total amount.
60 feet.	55 feet.	50 feet.	45 feet.	40 feet.	Less than 40 feet.					
					12	5,064	\$17,690.29			\$17,690.29
						2,385	23,786.26			22,786.26
		4				3,731	20,853.93	\$3,565.75		24,419.68
			3			12,093	80,589.20	10,788.50		100,175.70
				3		5,861	115,005.14			115,005.14
		6				18,512	21,043.12	5,350.40		26,393.52
						11,653	127,362.44	45,580.00		172,942.44
				2	21	10,773	32,089.52	11,148.15		43,837.67
						9,956	10,435.75	3,573.70		14,009.45
	8					47,401	139,256.81	30,732.50		169,989.31
			4			7,334	46,151.20	14,260.00		60,511.20
	4					9,316	53,327.73	13,860.00		67,187.73
	3	3				18,426	21,467.71	4,893.20		26,360.91
				4		14,457	80,891.34	26,923.00		116,814.34
						2,289	54,899.80			54,899.80
	2					1,323	18,889.82	1,168.50		20,058.32
						2,448	14,986.55	3,791.00		17,777.55
						21,862	292,418.29	42,843.50		335,261.79
						4,208	74,295.63			74,295.63
	6					5,068	10,641.33	1,555.75		12,197.08
	6					5,007	25,032.69	3,659.75		28,692.44
						3,880	60,879.88	6,060.50		66,940.38
				1						
	2	14	2			16,713	81,341.13	18,531.50		102,872.63
						99,901	523,783.26	157,520.00	\$25,000.00	681,303.26
24	6	46				69,142	462,164.40	142,805.00		601,969.40
						32,042	34,453.25	10,486.00		44,939.25
						30,210	58,916.15	25,422.00		84,338.15
						2,270,522	8,530,566.85	1,908,432.30	\$251,718.51	10,690,717.66

¹¹Cars run from San Francisco to Deming; 40-foot cars authorized.

¹²See New York and Chicago R. P. O.

¹³One car 50 feet, one 44 feet.

¹⁴44 feet.

¹⁵Dimensions of cars in reserve not given.

¹⁶The total amount appropriated for "special facilities" was \$291,000. This statement covers \$251,718.51. The remainder, namely, \$39,281.49, was the amount allowed the Jacksonville, Tampa and Key West Railway Company for service between Jacksonville and Tampa, Fla. The Jacksonville and Tampa R. P. O. is an apartment-car line.

APPENDIX D—Continued.

Statement of railway-postal car service, etc.

WHOLE CARS IN USE AND IN RESERVE.

Length of cars.	Cars in daily use.	Cars in reserve.	Length of cars.	Cars in daily use.	Cars in reserve.
60 feet	86	21	43 feet	3	.....
59 feet	11	1	42 feet	7	.....
56 feet	4	1	41 feet	6	3
55 feet	26	2	40 feet	34	8
54 feet	3	1	39 feet	5	2
52 feet	4	4	38 feet	1	.....
51 feet	10	4	36 feet	2	1
50 feet	88	24	35 feet	2	3
49 feet	26	5	27 feet	1	.....
45 feet	11	3			
44 feet	12	7	Total	342	69

APPENDIX E.

PARCELS-POST CONVENTIONS.

No. 1.—JAMAICA AND THE UNITED STATES OF AMERICA.

For the purpose of making better postal arrangements between Jamaica and the United States of America, the undersigned, Sir Henry Wylie Norman, G. O. B., G. C. M. G., C. I. E., Governor of Jamaica, and William F. Vilas, Postmaster-General of the United States of America, by virtue of authority vested in them by law, have agreed upon the following articles for the establishment of a parcels post system of exchanges between the two countries.

ARTICLE I.

The provisions of this Convention relate only to parcels of mail matter to be exchanged by the system herein provided for, and do not affect the arrangements now existing under the Universal Postal Union Convention, which will continue as heretofore; and all the agreements hereinafter contained apply exclusively to mails exchanged under these articles, *directly* between the office of New York, in the State of New York, and such other offices within the United States as may be hereafter designated by the Postmaster-General of the United States, and the office of Kingston, Jamaica, and such other offices within the Island of Jamaica, as may be hereafter designated by the Postmaster of Jamaica; such matter to be admitted to the mails under these articles as shall be sent through such exchange offices from any place in either country to any place in the other.

ARTICLE II.

There shall be admitted to the mails exchanged under this Convention, articles of merchandise and mail matter except letters, post cards, and written matter, of all kinds that are admitted under any conditions to the domestic mails of the country of origin, except that no packet must exceed 11 pounds (or 5 kilograms) in weight, nor the following dimensions: Greatest length in any direction, two feet; greatest girth, four feet; and must be so wrapped or inclosed as to permit their contents to be easily examined by postmasters and customs officers; and except that the following articles are prohibited:

Publications which violate the copyright laws of the country of destination; poisons, and explosive or inflammable substances; fatty substances, liquids, and those which easily liquefy, confections and pastes; live or dead animals, except dead insects and reptiles when thoroughly dried; fruits and vegetables, and substances which exhale a bad odor;

lottery tickets, lottery advertisements, or lottery circulars ; all obscene or immoral articles ; articles which may in any way damage or destroy the mails, or injure the persons handling them.

ARTICLE III.

A letter or communication of the nature of personal correspondence must not accompany, be written on, or inclosed with any parcel.

If such be found, the letter will be placed in the mails if separable, and if the communication be inseparably attached, the whole package will be rejected. If, however, any such should inadvertently be forwarded, the country of destination will collect double rates of postage according to the Universal Postal Union Convention.

No parcel may contain parcels intended for delivery at an address other than that borne by the parcel itself. If such inclosed parcels be detected, they must be sent forward singly, charged with new and distinct parcel-post rates.

ARTICLE IV.

The packages in question shall be subject in the country of destination to all customs duties and all customs regulations in force in that country for the protection of its customs revenues, and to the following rates of postage, which shall in all cases be required to be FULLY PREPAID with postage stamps of the country of origin, viz :

In the United States, for a parcel not exceeding one pound in weight, 12 cents ; and for each additional pound, or fraction of a pound, 12 cents.

In Jamaica, for a parcel not exceeding one pound in weight, six pence, and for each additional pound, or fraction of a pound, six pence.

ARTICLE V.

The sender of each package must make a *Customs Declaration*, pasted upon or attached to the package, upon a special form provided for the purpose (see Model 1, "A," annexed hereto), giving a general description of the parcel, an accurate statement of the contents and value, date of mailing, and the sender's signature and place of residence, and place of address.

The sender will, at the time of mailing the package, receive a certificate of mailing from the post-office where the package is mailed, on a form like Model 2, annexed hereto.

The sender of a package may obtain a return receipt for the same by paying in the United States a fee of five cents, and in Jamaica two pence, in addition to the postage on each packet, to be affixed to the packet in stamps of the country of origin.

The sender of a package may have the same registered by paying the registration fee required for registered articles in the country of origin, and will receive the return receipt without special charge therefor.

ARTICLE VI.

The addressees of registered articles shall be advised of the arrival of a package addressed to them, by a notice from the post-office of destination.

The packages shall be delivered to addressees in the country of destination free of charge for postage ; but the customs duties properly chargeable thereon shall be collected on delivery in accordance with the customs regulations of the country of destination ; and the country of

destination may, at its option, levy and collect from the addressee for interior service and delivery a charge not exceeding five cents in the United States and two and a half pence in Jamaica on each single parcel of whatever weight; and if the weight exceeds one pound, a charge equal to one cent or one half-penny for each four ounces of weight or fraction thereof.

ARTICLE VII.

The packages shall be considered as a component part of the mails exchanged direct between the United States and Jamaica, to be dispatched by the country of origin to the other at its cost and by such means as it provides, but must be forwarded, at the option of the dispatching office, either in boxes prepared expressly for the purpose or in ordinary mail sacks, to be marked "Parcel post," and not to contain any other articles of mail matter, and to be securely sealed with wax, or otherwise, as may be mutually provided by regulations hereunder.

Each country shall promptly return *empty* to the dispatching office by next mail, all such bags and boxes, but subject to other regulations between the two administrations.

Although articles admitted under this Convention will be transmitted as aforesaid between the exchange offices, they should be so carefully packed as to be safely transmitted in the open mails of either country, both in going to the exchange office in the country of origin and to the office of address in the country of destination.

Each dispatch of a parcel post mail must be accompanied by a descriptive list, in duplicate, of all the packages sent, showing distinctly the list number of each parcel, the name of the sender, the name of the addressee with address of destination, and the declared contents and value; and must be inclosed in one of the boxes or sacks of such dispatch. (See Model 3 annexed hereto.)

ARTICLE VIII.

As soon as the mail shall have reached the office of destination, that office shall check the contents of the mail.

In the event of the parcel bill not having been received a substitute should be at once prepared.

Any errors in the entries on the parcel bill which may be discovered, should, after verification by a second officer, be corrected and noted for report to the dispatching office on a form, "Verification certificate," which should be sent in the special envelope.

If a parcel advised on the bill be not received, after the non-receipt has been verified by a second officer, the entry on the bill should be canceled and the fact reported at once.

If a parcel be observed to be insufficiently prepaid, it must not be taxed with deficient postage, but the circumstance must be reported on the verification certificate form.

Should a parcel be received in a damaged or imperfect condition, full particulars should be reported on the same form.

If no verification certificate or note of error be received, a parcel mail shall be considered as duly delivered, having been found on examination correct in all respects.

ARTICLE IX.

If a package cannot be delivered as addressed, or is refused, the sender will be communicated with through the central administration of the office of destination, as to the manner in which he desires the

package to be disposed of, and if no reply is received from him within a period of three months from the date of the notice, the package may be sold for the benefit of whom it may concern.

An order for redirection or reforwarding must be accompanied by the amount due for postage necessary for the return of the article to the office of origin, at the ordinary parcel rates.

When the contents of a parcel which cannot be delivered are liable to deterioration or corruption, they may be destroyed at once, if necessary, or if expedient, sold, without previous notice or judicial formality, for the benefit of the right person, the particulars of each sale being noticed by one post-office to the other.

ARTICLE X.

The Post-Office Department of either of the contracting countries will not be responsible for the loss or damage of any package, and no indemnity can consequently be claimed by the sender or addressee in either country.

ARTICLE XI.

Each country shall retain to its own use the whole of the postages, registration and delivery fees, it collects on said packages; consequently, this Convention will give rise to no separate accounts between the two countries.

ARTICLE XII.

The Postmaster-General of the United States of America, and the Postmaster of Jamaica, shall have authority to jointly make such further regulations of order and detail as may be found necessary to carry out the present Convention from time to time; and may, by agreement, prescribe conditions for the admission in packages exchanged under this Convention of any of the articles prohibited by Article II.

ARTICLE XIII.

This Convention shall take effect and operations thereunder shall begin on the first day of October, 1887, and shall continue in force until terminated by mutual agreement, but may be annulled at the desire of either Department, upon six months' previous notice given to the other.

Done in duplicate, and signed at Washington the twenty-second day of July, 1887, and at Kingston, the third day of September, 1887.

H. W. NOEMAN,
Governor of Jamaica.

{ Seal of Post-Office }
{ Dept't of U. S. }

WM. F. VILAS,
Postmaster-General of the United States.

The foregoing Parcel Post Convention between Jamaica and the United States of America, has been negotiated and concluded with my advice and consent, and is hereby approved and ratified.

In testimony whereof I have caused the Great Seal of the United States to be hereunto affixed.

GROVER CLEVELAND.

By the President:

T. F. BAYARD,
Secretary of State.

{ Great Seal of }
{ U. S. }

WASHINGTON, *September 15th, 1887*

A.

FORM 1.

Parcel Post between the United States and Jamaica.

Date. Stamp.	FORM OF CUSTOMS DECLARATION.	Place to which the parcel is addressed.
-----------------	------------------------------	---

Description of parcel: [State whether box, basket, bag, &c.]	Contents.	Value.	Per cent.	Total customs charges.
		\$		\$
	Total.	\$		\$

Date of posting:, 18..; signature and address of sender {
 For use of Post-Office only, and to be filled up at the office of exchange.
 Parcel Bill No., No. of rates prepaid; Entry No.

B.

Parcel Post from Jamaica.
 The import duty assessed by an officer of customs on contents of this parcel amounts
 to \$....., which must be paid before the parcel is delivered.

Date Stamp.

C.

.....
Customs Officer.

Parcel Post from Jamaica.
 This parcel has been passed by an officer of customs and must be delivered
FREE OF CHARGE.

Date Stamp.

.....
Postmaster-General.

FORM 2

Parcel Post.

A parcel addressed as under has been posted here this day.

Office stamp.

.....

.....

.....

This certificate is given to inform the sender of the posting of a parcel, and does not indicate that any liability in respect of such parcel attaches to the Postmaster-General.

FORM 3.

Date stamp of the United States Post-Office.	<i>Parcels from the United States to Jamaica.</i>	Date stamp of the Jamaica Post-Office.					
	Parcel Bill No., dated 18..; per S. S. "....."						
*Sheet No.							
Entry No.	Origin of parcel.	Name of addressee.	Address of parcel.	Declared contents.	Declared value.	Number of rates prepaid to	Remarks.
					\$		
					Totals.. \$		

When more than one sheet is required for the entry of the parcels sent by the mail, it will be sufficient if the undermentioned particulars are entered on the last sheet of the Parcel Bill.

lbs.

* Total number of parcels sent by the mail to Jamaica	* Total weight of mail
* Number of boxes or other receptacles forming the mail	* Deduct weight of receptacles
Signature of dispatching officer at New York Post-Office	* Net weight of parcels

Signature of receiving officer, Post-Office Kingston, Jamaica.

No. 2.—BARBADOS AND THE UNITED STATES OF AMERICA.

For the purpose of making better postal arrangements between Barbados and the United States of America, the undersigned, Sir Charles Cameron Lees, K. C. M. G. Governor of Barbados, and William F. Vilas, Postmaster-General of the United States of America, by virtue of authority vested in them by law, have agreed upon the following articles for the establishment of a parcels post system of exchanges between the two countries.

ARTICLE I.

The provisions of this Convention relate only to parcels of mail matter to be exchanged by the system herein provided for, and do not affect the arrangements now existing under the Universal Postal Union Convention, which will continue as heretofore; and all the agreements hereinafter contained apply exclusively to mails exchanged under these articles, *directly* between the office of New York, in the State of New York, and such other offices within the United States as may be hereafter designated by the Postmaster-General of the United States, and the office of Bridgetown, Barbados, and such other offices within the Island of Barbados, as may be hereafter designated by the Postmaster of Barbados; such matter to be admitted to the mails under these articles as shall be sent through such exchange offices from any place in either country to any place in the other.

ARTICLE II.

There shall be admitted to the mails exchanged under this Convention, articles of merchandise and mail matter except letters, post cards, and written matter, of all kinds that are admitted under any conditions to the domestic mails of the country of origin, except that no packet must exceed 11 pounds (or 5 kilograms) in weight, nor the following dimensions: Greatest length in any direction, three feet six inches, greatest length and girth combined, six feet; and must be so wrapped or inclosed as to permit their contents to be easily examined by postmasters and customs officers; and except that the following articles are prohibited:

Publications which violate the copyright laws of the country of destination; poisons, and explosive or inflammable substances; fatty substances, liquids, and those which easily liquefy, confections and pastes; live or dead animals, except dead insects and reptiles when thoroughly dried; fruits and vegetables, and substances which exhale a bad odor; lottery tickets, lottery advertisements, or lottery circulars; all obscene or immoral articles; articles which may in any way damage or destroy the mails, or injure the persons handling them.

ARTICLE III.

A letter or communication of the nature of personal correspondence must not accompany, be written on, or inclosed with any parcel.

If such be found, the letter will be placed in the mails if separable, and if the communication be inseparably attached, the whole package will be rejected. If, however, any such should inadvertently be for-

warded, the country of destination will collect double rates of postage according to the Universal Postal Union Convention.

No parcel may contain parcels intended for delivery at an address other than that borne by the parcel itself. If such inclosed parcels be detected, they must be sent forward singly, charged with new and distinct parcel-post rates.

ARTICLE IV.

The packages in question shall be subject in the country of destination to all customs duties and all customs regulations in force in that country for the protection of its customs revenues, and to the following rates of postage, which shall in all cases be required to be FULLY PREPAID with postage stamps of the country of origin, viz:

In the United States, for a parcel not exceeding one pound in weight, 12 cents; and for each additional pound, or fraction of a pound, 12 cents.

In Barbados, for a parcel not exceeding one pound in weight, six pence, and for each additional pound, or fraction of a pound, six pence.

ARTICLE V.

The sender of each package must make a *Customs Declaration*, pasted upon or attached to the package, upon a special form provided for the purpose (see Model 1, "A," annexed hereto), giving a general description of the parcel, an accurate statement of the contents and value, date of mailing, and the sender's signature and place of residence and place of address.

The sender will, at the time of mailing the package, receive a certificate of mailing from the post-office where the package is mailed, on a form like Model 2, annexed hereto.

The sender of a package may obtain a return receipt for the same by paying in the United States a fee of five cents, and in Barbados, two and a half pence in addition to the postage on each packet, to be affixed to the packet in stamps of the country of origin.

ARTICLE VI.

The addressees of registered articles shall be advised of the arrival of a package addressed to them, by a notice from the post office of destination.

The packages shall be delivered to addressees in the country of destination free of charge *for postage*; but the customs duties properly chargeable thereon shall be collected on delivery in accordance with the customs regulations of the country of destination; and the country of destination may, at its option, levy and collect from the addressee for interior service and delivery a charge not exceeding five cents in the United States and two and a half pence in Barbados on each single parcel of whatever weight; and if the weight exceeds one pound, a charge equal to one cent or one half-penny for each four ounces of weight or fraction thereof.

ARTICLE VII.

The packages shall be considered as a component part of the mails exchanged direct between the United States and Barbados, to be dispatched by the country of origin to the other at its cost and by such means as it provides, but must be forwarded, at the option of the dispatching office, either in boxes prepared expressly for the purpose or in

ordinary mail sacks, to be marked "Parcel post," and not to contain any other articles of mail matter, and to be securely sealed with wax, or otherwise, as may be mutually provided by regulations hereunder.

Each country shall promptly return *empty* to the dispatching office by next mail, all such bags and boxes, but subject to other regulations between the two administrations.

Although articles admitted under this Convention will be transmitted as aforesaid between the exchange offices, they should be so carefully packed as to be safely transmitted in the open mails of either country, both in going to the exchange office in the country of origin and to the office of address in the country of destination.

Each dispatch of a parcel post mail must be accompanied by a descriptive list, in duplicate, of all the packages sent, showing distinctly the list number of each parcel, the name of the sender, the name of the addressee with address of destination, and the declared contents and value; and must be inclosed in one of the boxes or sacks of such dispatch. (See Model 3 annexed hereto.)

ARTICLE VIII.

As soon as the mail shall have reached the office of destination, that office shall check the contents of the mail.

In the event of the parcel bill not having been received a substitute should be at once prepared.

Any errors in the entries on the parcel bill which may be discovered, should, after verification by a second officer, be corrected and noted for report to the dispatching office on a form, "Verification certificate," which should be sent in the special envelope.

If a parcel advised on the bill be not received, after the non-receipt has been verified by a second officer, the entry on the bill should be canceled and the fact reported a once.

If a parcel be observed to be insufficiently prepaid, it must not be taxed with deficient postage, but the circumstance must be reported on the verification certificate form.

Should a parcel be received in a damaged or imperfect condition, full particulars should be reported on the same form.

If no verification certificate or note of error be received, a parcel mail shall be considered as duly delivered, having been found on examination correct in all respects.

ARTICLE IX.

If a package cannot be delivered as addressed, or is refused, the sender will be communicated with through the central administration of the office of destination, as to the manner in which he desires the package to be disposed of, and if no reply is received from him within a period of three months from the date of the notice, the package may be sold for the benefit of whom it may concern.

An order for redirection or reforwarding must be accompanied by the amount due for postage necessary for the return of the article to the office of origin, at the ordinary parcel rates.

When the contents of a parcel which cannot be delivered are liable to deterioration or corruption, they may be destroyed at once, if necessary, or if expedient, sold, without previous notice or judicial formality, for the benefit of the right person, the particulars of each sale being noticed by one post-office to the other.

ARTICLE X.

The Post-Office Department of either of the contracting countries will not be responsible for the loss or damage of any package, and no indemnity can consequently be claimed by the sender or addressee in either country.

ARTICLE XI.

Each country shall retain to its own use the whole of the postages, registration and delivery fees, it collects on said packages; consequently, this Convention will give rise to no separate accounts between the two countries.

ARTICLE XII.

The Postmaster-General of the United States of America, and the Postmaster of Barbados, shall have authority to jointly make such further regulations of order and detail as may be found necessary to carry out the present Convention from time to time; and may, by agreement, prescribe conditions for the admission in packages exchanged under this Convention of any of the articles prohibited by Article II.

ARTICLE XIII.

This Convention shall take effect and operations thereunder shall begin on the first day of December, 1887, and shall continue in force until terminated by mutual agreement, but may be annulled at the desire of either Department, upon six months' previous notice given to the other.

Done in duplicate, and signed at Washington the tenth day of November, 1887, and at Bridgetown, the twenty-ninth day of October, 1887.

{ Seal of Post-Office }
{ Dep't of U. S. }

C. C. LEES,
Governor of Barbados.
WM. F. VILAS,

Postmaster-General of the United States.

The foregoing Parcel Post Convention between Barbados and the United States of America, has been negotiated and concluded with my advice and consent, and is hereby approved and ratified.

In testimony whereof I have caused the Great Seal of the United States to be herenunto affixed.

GROVER CLEVELAND.

By the President:

T. F. BAYARD,
Secretary of State.

{ Great Seal of }
{ U. S. }

WASHINGTON, November 10th, 1887.

A.

FORM 1.

Parcel post between the United States and Barbados.

Date. Stamp.	FORM OF CUSTOMS DECLARATION.	Place to which the parcel is addressed.
-----------------	------------------------------	---

Description of parcel: [State whether box, basket, bag, &c.]	Contents.	Value.	Per cent.	Total customs charges.
		\$		\$
	Total.	\$		\$

Date of posting:, 18..; signature and address of sender {

For use of Post-Office only, and to be filled up at the office of exchange.

Parcel Bill No.; No. of rates prepaid; Entry No.

B.

Parcel Post from Barbados.

The import duty assessed by an officer of customs on contents of this parcel amounts to \$....., which must be paid before the parcel is delivered.

Date
Stamp.

.....
Customs Officer.

C.

Parcel Post from Barbados.

This parcel has been passed by an officer of customs and must be delivered
FREE OF CHARGE.

Date
Stamp.

.....
Postmaster-General.

FORM 2.

Parcel Post.

A parcel addressed as under has been posted here this day.

Office stamp.

.....

.....

.....

This certificate is given to inform the sender of the posting of a parcel, and does not indicate that any liability in respect of such parcel attaches to the Postmaster-General.

FORM 3.

Date stamp of the United States Post-Office. *Parcels from the United States to Barbados.* Date stamp of the Barbados Post-Office.

Parcel Bill No., dated 18..; per S. S. "....."

* Sheet No.

Entry No.	Origin of parcel.	Name of addressee.	Address of parcel.	Declared contents.	Declared value.	Number of rates prepaid to.	Remarks.
					\$		
				Totals..	\$		

When more than one sheet is required for the entry of the parcels sent by the mail, it will be sufficient if the undermentioned particulars are entered on the last sheet of the Parcel Bill.

lbs.

* Total number of parcels sent by the mail to Barbados

* Total weight of mail

* Number of boxes or other receptacles forming the mail

* Deduct weight of receptacles

Signature of dispatching officer at New York Post-Office

* Net weight of parcels

Signature of receiving officer, Post-Office, Bridgetown, Barbados.

.....

ESTIMATES.

ESTIMATES

OF THE

APPROPRIATIONS FOR THE POSTAL SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1889.

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1889,
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, 1888.
UNDER THE POST-OFFICE DEPARTMENT OUT OF THE POSTAL REVENUES.		
POSTAL SERVICE.		
<i>Office of the Postmaster-General.</i>		
Mail depreations and post-office inspectors, and fees to United States marshals, attorneys, etc	\$200,000.00	\$300,000.00
Advertising	16,000.00	20,000.00
Miscellaneous items in the office of the Postmaster-General	1,500.00	1,500.00
Total	217,500.00	321,500.00
<i>Office of the First Assistant Postmaster-General.</i>		
Compensation to postmasters	\$12,800,000.00	\$11,700,000.00
Compensation to clerks in post-offices	5,650,000.00	5,450,000.00
Rent, light, and fuel	500,000.00	495,000.00
Miscellaneous and incidental items for first and second class post-offices, including furniture	100,000.00	95,000.00
Free-delivery service	5,900,000.00	5,522,500.00
Stationery in post-offices	55,000.00	50,000.00
Wrapping twine	80,000.00	80,000.00
Wrapping paper	40,000.00	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	85,000.00	80,000.00
Total	25,170,000.00	23,462,500.00
<i>Office of the Second Assistant Postmaster-General.</i>		
Inland transportation by star routes	\$5,400,000.00	\$5,400,000.00
Inland transportation by steam-boat routes	450,000.00	450,000.00
Mail messenger service	900,000.00	900,000.00
Mail bags and mail-bag catchers	285,000.00	275,000.00
Mail locks and keys	25,000.00	23,000.00
Inland transportation railroad routes	17,000,000.00	15,867,962.00
Railway post-office car service	2,000,000.00	1,834,560.00
Railway post-office clerks	5,248,790.21	4,990,240.62
Necessary and special facilities on trunk lines	295,987.53	295,987.53
Miscellaneous items	1,000.00	1,000.00
Total	31,603,777.74	30,137,750.15

Estimates of appropriations required for the service of the fiscal year, etc.—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, 1888.
UNDER THE POST-OFFICE DEPARTMENT OUT OF THE POSTAL REVENUES—Continued.		
POSTAL SERVICE—continued.		
<i>Office of the Third Assistant Postmaster-General.</i>		
Manufacture of adhesive postage and special-delivery stamps	\$144, 148. 00	\$135, 000. 00
Pay of agent and assistants to distribute stamps, and expenses of agency	8, 000. 00	8, 100. 00
Manufacture of stamped envelopes, newspaper-wrappers, and letter-sheets	756, 687. 00	780, 000. 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	212, 435. 00	200, 000. 00
Pay of agent and assistants to distribute postal cards, and expenses of agency	7, 800. 00	10, 300. 00
Registered-package, tag, official, and dead-letter envelopes	102, 800. 00	87, 500. 00
Ship, steam-boat, and way letters	2, 500. 00	2, 500. 00
Engraving, printing, and binding drafts and warrants	2, 500. 00	2, 500. 00
Miscellaneous items	1, 000. 00	1, 000. 00
Total	1, 253, 956. 00	1, 242, 900. 00
<i>Office of the Superintendent of Foreign Mails.</i>		
Transportation of foreign mails	\$647, 000. 00	\$450, 000. 00
Balance due foreign countries	75, 000. 00	75, 000. 00
Total	722, 000. 00	525, 000. 00
POSTAL REVENUES.		
Estimated amount which will be provided by the Department from its own revenue accruing from postages and other sources, viz:		
Ordinary revenues	\$56, 813, 734. 32	
Net revenue from money-order business	750, 000. 00	
	57, 563, 734. 32	Indefinite.
DEFICIENCY IN POSTAL REVENUE.		
Leaving a deficiency in the revenue of the Post-Office Department to be provided for out of the general Treasury	1, 403, 499. 42	Indefinite.
Total postal service	58, 967, 233. 74	-----

**POST-OFFICE DEPARTMENT,
OFFICE OF THE CHIEF CLERK,
Washington, D. C., November 14, 1887.**

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, 1889, 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 5, are also herewith annexed.

Very respectfully,

JOS. ROY,
Chief Clerk.

The POSTMASTER-GENERAL.

MEMORANDA BY THE POSTMASTER-GENERAL.

1. *Office of the Postmaster-General.*

The item for the inspection service was for the current year fixed at \$300,000 to enable the examination of fourth-class offices. I am satisfied that the money will have been well expended by work being done and to be finished during the year. It will not be possible, perhaps, to entirely complete in that time the inspection desired, but no more will remain than it will be possible to perform, as well as the work has been heretofore performed, with the force provided for by the ordinary appropriation. I consider it due, too, to the generous and provident response of Congress to the request of the Department, that this estimate should be restored to its former limit. That will be sufficient for the maintenance of this service in as great efficiency as it has hitherto been maintained. I think it should be greater, because when the year terminates the best, most experienced, and valuable inspectors should be retained for the future. But in this connection I invite an especial attention to the plan proposed by the chief of inspectors for the reorganization of the force. There is no doubt in my mind that at least so much of it as seeks to secure the highest talent attainable in some officers by offering a larger compensation is of very great consequence. Without discussion of it here, it is sufficient to say that, if it should be adopted, as in the main it ought to be, and proper legislation enacted, this item would require to be raised to the sum proposed by him, \$225,000. Otherwise, I do not understand that it is the opinion of the chief of inspectors that more than \$200,000 will be necessary.

The expenditures under the second item last year do not indicate that more than \$15,000 or \$16,000 can be necessary, and that the larger sum leaves a sufficient margin for risks, and the item is estimated accordingly.

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

Item for compensation to postmasters.—The estimate of the division submitted in the accompanying communication goes in part upon an erroneous estimation as to the increase of revenue during the past year. It is said to be over \$5,000,000, an increase of 14.6 per cent. over the former year. This is an error, the increase being but a fraction above 11 per cent. of the gross revenue, and part of that percentage being due to the money-order business. It matters no more whether this appropriation be correctly estimated or not than the trouble of supplying by deficiency appropriation such deficiency as may arise. The expenditure of it is wholly beyond the control of the Department, except as it represses false reports, and, since postmasters pay themselves from their receipts, it is practically beyond the control of Congress. Whatever the law allows will be expended, because the postmaster will keep it, and whether the appropriation reach the aggregate of their retentions or not will not affect the matter, since nothing can be recovered from a particular one, each being entitled to what he has retained. Aside from the error in respect to the revenue for the past year there appears to be no criticism to be passed on the reasoning submitted for this appropriation. I am inclined to believe, however, that it is upon the whole entirely safe to submit it at a somewhat less figure, because there seems to be, by comparison of the increase in receipts and increase of postmasters' compensation between the last year and the year preceding, reason to think that the percentage indicated by the last year is perhaps a little too high. I have placed the estimate at \$12,800,000.

Item for clerks in post-offices.—Touching the item for clerks in post-offices, particular attention should be given to the statements in the communication of the First Assistant Postmaster-General on this subject. The estimate is very carefully and rationally prepared. The number of post-offices rising into the second class is growing, as well as the demands of others. Indeed, according to the discussion in the annual report this year, I think this item ought to be made even larger, if necessary, to accomplish the ends proposed. Yet, if a proper system of organization may be effected, it will doubtless result in no increased expenditure. I can not but regard it as necessary to follow the estimate of the office, and place the amount accordingly at \$5,650,000.

Item for rent, light, and fuel.—The expenditure for the year 1886 under this head increased by but .01.13 per cent., the expenditure during the past year but .02+ per cent. There has been an increase of offices assigned to the rentable class by the last adjustment. But there is also a likelihood of as many additional government buildings being occupied by post-offices during the current and next year as that increase amounts to, there being now 44 in process of erection and 32 for which appropriations have been made and the construction of which will soon proceed. Besides, many offices are upon fixed leases and will not increase at all, and I do not see any reason to anticipate more increase than at the rate of 2 per cent. during the current or the next year in this item, which would require less for the coming year than \$500,000. It is therefore submitted at that sum as sufficient for present rentable offices. If the recommendation made in the report for an extension of leases to some of the offices of the third class should receive favor, additional provision will be necessary to meet that changed condition, and an amended estimate should then be submitted accordingly.

Miscellaneous and incidental items for first and second class offices, including furniture.—The recommendation of last year that this item should include furniture having been then followed with good results nothing further need be said. The expenditures for the past year indicate that probably the amount appropriated in the last act of \$95,000 will be enough, but the item is submitted, as recommended by the office, at \$100,000.

Item for free-delivery service.—I have given greater pains to estimate this item with satisfaction than all the others together. The accompanying estimate submitted appears to me inadmissibly excessive, and to ask for a larger expenditure than ought now to be awarded to this branch of the service, and much beyond its necessities. I have reviewed it with all the information obtainable from the books of the Free-Delivery Division, and think a safer estimate can be reached by another process, partly following that of the estimate submitted.

Rate of expenditure on the 1st of July for carriers is stated to be.....	\$4, 476, 400. 00
Add for cost of additional carriers during the year.....	130, 000. 00
For promotions according to estimate.....	199, 375. 76
For pay of substitutes.....	140, 000. 00
For incidental expenditures, including pay of inspectors.....	200, 000. 00
Total for old offices.....	5, 145, 775. 76
The sum appropriated for the establishment of new offices during this year is.....	347, 500. 00
The expenditure of this sum has already been incurred by establishments, and but a very moderate increase of new establishments should occur during the residue of this year. The amount estimated, and it is probably enough, is.....	35, 000. 00
Making the total apparent probable outlay for the current year	5, 528, 275. 76

This would exceed the appropriation but for the reductions in expenditure from the above estimates to be probably gained by the changes in the service resulting from vacancies in the higher grades and the rule that new appointments must begin at the lowest grade of \$600, and some minor savings. The amount so gained may be safely estimated at

	100,000.00
This leaves the probable expenditures, very freely and sufficiently estimated, to stand at.....	5,428,275.76
Upon this is to be credited, according to the estimate of the Superintendent	20,827.67
Resulting in.....	5,407,448.09

I believe the above figures are a fair approximation to the probable actual expenditure, unless there be a very considerable establishment of new offices beyond the limits above indicated as proper; and they derive additional support from their correspondence with an estimate submitted on another basis a little later, that of average percentage of increase for the past few years, which gives as the cost for the current year \$5,404,967.81. There is no very great difference between these sums and that reached by the Superintendent in the estimate submitted, of \$5,432,557.24, and all three are well within the appropriation for the current year, as unquestionably they ought to be, of \$5,522,500.

Assume that the total cost for the present year will be the sum estimated by the Superintendent.....

	\$5,432,557.24
For the next year this must be increased by the following items:	
Promotions, safely not to exceed.....	300,000.00
Additional carriers, not to exceed	200,000.00
Increase in incidental expenditures.....	15,000.00
Increase in substitutes' pay.....	10,000.00
Extension a service, as liberal sum is	75,000.00
A high estimate at.....	6,032,557.24
From this should be deducted for saving resulting in changes by carriers of the upper grades going out and new ones coming in at lower rates, from \$100,000 to probably	150,000.00
	5,882,557.24

I think the excessive estimate submitted to me was chiefly caused by overcalculation of the amount necessary to pay promoted carriers; an estimate which I have carefully reviewed upon the figures of the number of carriers in each of the several grades liable to promotion, subsequently submitted to me, and think must be reduced by a percentage for those who fail of promotion; and also by the repetition in another form, practically, of the same estimates under name of the additional amounts required to pay carriers appointed during this fiscal year, which must be included in the estimate for promotions or additional carriers; and the additional sum required to pay carriers appointed at new offices established during the next year, which must be included in the estimate for their extension or for additional. This seems to indicate that \$5,900,000 will be easily sufficient for the next year.

Another method of calculation gives substantially the same result satisfactorily. The following shows the expenditures for the fiscal years named, the increase in amount, and the percentage:

Year ending June 30—	Expenditure.	Increase.	Increase percent- age.
1884	\$3,504,206.52		
1885	3,985,952.55	\$481,746.03	13.7
1886	4,312,306.70	326,354.15	8.2
1887	4,618,692.07	306,385.37	6.6

The figures show a decreasing percentage of increasing cost in the established offices. This clearly ought to be so, because there is little to increase their cost but the necessity for occasional increase of carriers. It might well be assumed that the increase for the current and for the next fiscal year in the old offices should not be greater than the percentage indicated of increase in the last fiscal year. But for prudence, and to cover enlargements and establishments of new offices fully, assume the average increase of percentage shown by the three years, which is .095 per cent. Applying this sum to the cost of the last fiscal year, and it would indicate the expenditure for the current year to be \$5,057,467.89, aside from the cost of new offices established under the act of January 3, 1887. Add the proper sum for that cost, \$347,500, and the total expenditure for the current fiscal year is indicated to be \$5,404,967.81. As already shown, this corresponds with a reasonable approximation to the estimate arrived at otherwise.

Applying to this sum the average percentage of the past three years increase in cost, .095, which seems more than abundant for all the purposes of the service, and the result is \$5,918,439.37. This is as great an increase in the cost of the free-delivery service as is justifiable, in my opinion. There is no occasion for extravagant advancement in this branch of the service to the retardation of improvement in others quite as desirable and more general in benefits. I feel confident that the sum of \$5,900,000 is sufficient for this service, and the estimate is accordingly so submitted.

Stationery for post-offices.—There has been much saving in the expenditure of this item by the improved methods in the office of the division of post-office supplies, and I am inclined to believe that the amount appropriated for the current year will be enough for the next, but prudence requires the submission of the item as proposed in the division at \$55,000. Wrapping twine was estimated to cost \$80,000 during the current year, but the selection of an equally efficient and less expensive material will bring the actual expenditure below that sum, and it is not probable that for the coming year quite so much will be required. The same consideration of a prudent provision to meet the demands of the service, and the fact that nothing more than the necessities of the service will cause its expenditure, justifies its submission at the same figure as appropriated for the current year, \$80,000. I approve the estimates submitted for wrapping and facing slip paper. But it does not seem to me that more than \$10,000 is necessary for letter balances and scales and \$35,000 for canceling stamps and ink. Nothing in the expenditure during the past two or three years has indicated that these sums would be exceeded in the coming year.

After reviewing the estimates and partially arriving at the conclusions above indicated, I have had a full conference with the First Assistant Postmaster-General, and upon a review of the items submitted from the various divisions and transmitted by him, he is in accord with the conclusions indicated, and entirely assents in judgment to the modifications made.

3. Office of the Second Assistant Postmaster-General.

Item of star-route transportation.—In adjusting the estimates for the last year I expressed the opinion that \$5,200,000 would be sufficient for the current fiscal year. The annual rate of expenditure on the 30th of September is nearly \$200,000 less than that, and there is nothing to justify the expectation that the expenditure will be as great as the sum indicated.

It is suggested to increase the appropriation because of new and additional star service advertised for in the second contract section and upon a general estimate of new service elsewhere. But it is entirely reasonable to suppose that the star service in the second contract section will be let for a less rate than the present, since in each of the contract sections in which letting has been made during the last three years such has been the result. Even if this result be not attained, there is no occasion for increasing the appropriation. The estimate for new service is excessive. There is nothing to justify the expectation that so much new service will be required. The Department has, during the last two years and a half, increased the facilities and amount of star service and reduced the rate of expenditure. There is no reason for any expectation that a different result will be secured hereafter. I deem this item of appropriation one which should be retained within moderate limits, and one which should not be exceeded by the Department in expenditure. Experience strongly proves this course of policy. I am satisfied that \$5,400,000 is amply sufficient for the appropriation; indeed, I incline to the opinion that it is \$50,000 or more too much. But in view of the opinion of the office, and after consultation, I submit it at that figure.

Item of transportation by steam boat routes.—The appropriation as made for the current year should be entirely sufficient for the next. Steam-boat service is diminishing, not increasing, as better methods of service are discovered. The same general observation will apply to this appropriation as to that for star routes. The necessity for the new service, which is to increase the appropriation, ought to be submitted to Congress, and I do not think it justifiable to ask, nor right to give, appropriations for the new service not yet found to be desired, but simply to put money in the hands of the Department to expend. It is better that the new service should wait until its claims can be known to the Department and presented to Congress; subject, of course, to the reasonable exercise of a limited discretion. And that is sufficiently provided for by the appropriation made this year at \$450,000, the renewal of which is recommended.

Item for mail-messenger service.—The cost of this service has been reduced during the past two or three years and the extent and quality of the service increased. The cost of it during the last fiscal year was but \$825,338.17, and the annual rate of expenditure on the 30th of September, 1887, was \$832,348. I do not believe that more than \$850,000 will be required for the next year. But this service is of such a character that there is less opportunity or risk of unwise expenditure for it than of the preceding others; and with a view to abundant and safe provision I leave the item as proposed at \$900,000.

Items for mail-bags and mail-bag catchers, and mail locks and keys.—The item for mail-bags and catchers involved an expenditure last year of but \$255,391.83, while the year previous the expenditure was \$268,138.36. The appropriation for the current year is entirely sufficient at \$275,000, and I see no reason to think that it will not be for the next year at the same figure. Neither has there been any increase in the cost of the mail locks and keys such as to demand special increase of appropriation. There was a considerable proportionable balance unexpended of each of these items during last year. But in deference to the Second Assistant's opinion, after conference, I estimate for mail-bags at an increase over this year of \$10,000, or \$285,000, and for mail locks and keys at \$25,000, but suggest the privilege of transferring sums from one appro-

priation to another should be afforded, and a deficiency in either will probably be thus prevented.

Railroad transportation.—This item of expense the Department has little to do with, except as it orders new service or new weighings. New service must and ought to be ordered whenever a substantial gain by railroad carriage is offered, and the estimate of the Second Assistant for increased service is justified by the amount of railroad building in progress and by the amounts already ordered during the current year. The estimate is made upon the same general basis as last year, and I see no reason particularly to reduce it; but as the estimates for the second section are based upon a mere percentage the estimate may be submitted at an even sum—\$17,000,000.

Item for railway post-office car service.—After reviewing with the general superintendent carefully this item he is of the opinion that \$2,000,000 will be sufficient, which I think a prudent and proper estimate.

Item for railway postal clerks.—The estimate for this item, \$5,246,790.21, seems to me to be carefully and prudently made, and I perceive no reason to decrease it.

I deem it proper to say that I have carefully conferred with the Second Assistant Postmaster-General in respect to these items, and after reviewing them with me he assents to the suggested changes as being proper and providing sufficient for the service.

4. *Third Assistant Postmaster-General's Office.*

The estimates of the Third Assistant Postmaster-General's office are approved as submitted.

5. *Foreign mails.*

The estimate for foreign mails is approved at \$647,000, but \$75,000 is sufficient under the head of balances due to foreign countries, as appears from the expenditures of the past two or three years.

I am of opinion, and trust I may express it without hesitation, that the Congress can safely commit some limited discretion to the Postmaster-General to transfer specific sums appropriated for one object to the appropriation for another object of a similar character, and to be expended within the same office, without incurring any risk. This should be required to be done by a distinct order entered at large upon the journal and certified to the Sixth Auditor, by means of which he would reduce one appropriation and add to another, and for which the Postmaster-General would be always accountable.

Thus the several items in the office of the First Assistant Postmaster-General for stationery in post-offices, wrapping twine, wrapping paper, letter balances, scales, etc., post-marking ink, etc., are really all for the supply of post-offices and might very properly be all appropriated for together. If the appropriation for any one of them be insufficient it could not be the desire of Congress that the service should suffer by reason of it, and it never operates so, because at inconvenience and sometimes additional cost the incurring of a deficiency must be assumed by the head of the Department and somebody must be found, the contractor or some other, who will furnish the necessary goods and wait the action of Congress. The total appropriation for these items is not at all likely to be exceeded by necessity, and the inconvenience resulting from a deficiency in one might easily be obviated if the head of the Department were authorized to make an order transferring from the surplus of one to cover the lack in the other.

In the office of the Second Assistant Postmaster-General the same observation is to be made in respect to the items for mail-bags and mail-bag catchers and mail-locks and keys. These are really but one subject, and it would greatly relieve possible inconvenience and trouble if the same privilege of transfer from one to the other were extended to these items.

In the Third Assistant's office the items for the manufacture of adhesive stamps, manufacture of envelopes, etc., for manufacture of postal cards are for one and the same purpose, the provision of stamped paper for sale to the public. There is no just reason why they should not be transferable, so as to avoid deficiencies and the risks that the Department might not be able to supply to the public the conveniences required, the very means by which it gains its revenue. A deficiency occurred during the last year in both the items for postal cards and stamped envelopes, the latter being very much—over \$65,000—and it would have been impossible for the Department to have met the very great inconvenience caused by the lack of envelopes, necessarily very considerable as the sum of the deficiency indicates, had not the contractor been able and willing, as he considerably was, to wait several months for the action of Congress to obtain the pay which was due him on the delivery of his goods. He could not have been wholly relieved last year, it is true, by the plan suggested, but it will often happen that a transfer may relieve the difficulty in some degree, if not in total. I call attention to remarks to the same purport by the Third Assistant Postmaster-General in the submission of his estimates.

A 1.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF POST-OFFICE INSPECTOR,
Washington, D. C., October 18, 1887.

SIR: I have the honor to ask for an appropriation of \$225,000 for this service, mail depredations, post-office inspectors, and fees to United States marshals and attorneys for fiscal year beginning July 1, 1888.

I respectfully submit the following plan for the reorganization and rearrangement of the salaries and per diem of post-office inspectors.

By those familiar with the duties and capacity required for their proper performance, it will not be denied that salaries are too low, and far below the compensation earned by men in private employ, or in other branches of the Government service, performing similar work. You are thoroughly informed as to the duties of an inspector and the capacity of the men now employed. I will first state the compensation now paid and its detailed disbursement and then suggest a different disbursement, which I think more just and equitable and without increasing the amount required and now appropriated. I shall make this estimate on the basis of an annual appropriation of \$225,000 for this service, which, in my opinion, is the lowest possible amount to pay a sufficient number of men to promptly dispatch the constantly increasing work of this office, and when it is considered that up to 1883 all clerks employed in the offices of division inspectors were paid from a different appropriation (the sum thus paid is about \$18,000 per annum), but now paid out of the annual appropriation of \$200,000 for this

service, it will be readily conceded that no additional expenditure for this service proper is asked, but simply an equitable distribution of the appropriation.

This service is eminently one in which success depends on the zeal, integrity, and conscientious performance of duty by the inspector, and in which no personal supervision can be exercised by the higher officials of the Department over the work and time of the inspector. His duties are of an independent nature. He is frequently absent from headquarters thirty to sixty days at one time. He must exercise his discretion as to manner of doing his work, economy of his time in travel, and location of his business. Some of the most competent men have quit the service during the past year, on account of inadequacy of compensation, and more advantageous offers of employment. Others are constantly seeking avenues of employment to escape the arduous work of this service, and small compensation.

Men employed in similar capacities in the Interior Department (Indian service) receive \$3,000 per annum, and \$3 per day for traveling expenses; in the Land Department, \$1,600 to \$2,000 per annum, and \$3 per day for expenses, besides sleeping-car fare. In the Treasury Department, \$3 to \$8 per day and expenses. I do not hesitate to say that the duties of a post-office inspector are equally as difficult as any of the above, and of a far more delicate nature, and nearer the interests of the people. Then why should we be less liberally paid?

In connection with this matter it may be well to call attention to the insecure, uncertain tenure by which an inspector holds his office. The following remarks have no application to your management of this branch of the service. All inspectors have received liberal and fair treatment and consideration at your hands. In respect to the tenure, of his office the inspector is at a decided disadvantage, as compared with other officials of equal grade, and even with the clerks or inferior officials. This tenure depends solely on the will of the Postmaster-General. His appointment is only for twelve months. His commission expires yearly, when his office is vacant unless his commission is renewed by the Postmaster-General. He is necessarily uneasy as to his tenure, toward the end of each year, and is liable to think more as to what he is going to do another year, than of his duties. In the English and Canadian service an inspector is appointed for life, or during good behavior. His future is assured, and he can devote his thoughts to the interests of the service, and has a great incentive for the performance of his official duties, and for making himself efficient.

I would suggest that all inspectors be appointed for four years, and be protected in office as other officials are, only removed during that time for cause. All subordinate, or per diem inspectors now receive equal annual compensation, without regard to efficiency, and all division inspectors now receive the same annual compensation, without regard to efficiency, or the amount of labor performed. I would suggest a radical change in this respect. Divide them into classes or grades, based on capacity and energy, and give a deserving man an incentive. Stimulate the interest as well as ambition of the man. Nothing improves the energy of a man so much as personal gain. Division inspectors now receive a uniform salary of \$2,500 per annum. Per diem inspectors, \$1,600 per annum, and \$4 per day for expenses, when actually employed. The work of the division officers is not uniform, some of them performing twice as much labor as others, and the same applies to subordinate inspectors.

I suggest that division inspectors be divided into three classes. Whole number 12. The first class to consist of three division inspectors, at a salary of \$3,000 each per annum; the second class of six division inspectors, at \$2,750 per annum, and the third class of three division inspectors, at \$2,500 each per annum; all three classes to receive actual expenses when away from their division headquarters, not to exceed \$4 per day.

The three first-grade inspectors should be assigned to duty at New York, N. Y., Chicago, Ill., and Washington, D. C.; the six second-grade inspectors at Boston, Mass., Philadelphia, Pa., Saint Louis, Mo., Atlanta, Ga., San Francisco, Cal., and Austin, Tex.; and the three third-grade inspectors in charge of divisions at Denver, Colo., Portland, Oreg., and Cincinnati, Ohio.

I would suggest that per diem inspectors be divided into three grades, thus: One-fourth of the whole number to receive a salary of \$2,400 per annum each, and \$3 per day for expenses when actually employed; one-half of the whole number at \$2,000 each per annum, and \$3 per day for expenses; one-fourth of the whole number at \$1,800 each per annum, and \$3 per day for expenses. Promotions to be made from lower to higher grades. The present force to be divided into their grades upon the taking effect of the proposed law. After that time all new appointments to be made for six months, on probation, at a salary of \$1,500 each per annum, and \$3 per day for expenses. Such examination to be held before appointment as may be prescribed by the Postmaster-General.

I will now illustrate the workings of this change on a basis of \$225,000 annual appropriation.

(1) Three division inspectors, at \$3,000 each per annum	\$0, 000
Incidental expenses per diem, etc.....	1, 800
(2) Six division inspectors, at \$2,750 each per annum	16, 500
Incidental expenses, etc.....	3, 600
(3) Three division inspectors, at \$2,500 each per annum.....	7, 500
Incidental expenses, etc.....	1, 800
(4) Thirteen subordinate inspectors, at \$2,400 each per annum.....	31, 200
Per diem, at \$3 for 300 days in the year for same.....	11, 700
(5) Twenty-six subordinate inspectors, at \$2,000 each per annum.....	52, 000
Per diem for same, at \$3 for 300 days in the year.....	23, 400
(6) Thirteen subordinate inspectors, at \$1,800 each per annum.....	23, 400
Per diem for same, at \$3 for 300 days per year.....	11, 700
Incidental expenses, private transportation, telegraphing, and rewards.....	8, 400
Clerks in division inspectors' offices	18, 000
Rewards and attorney's fees, or so much thereof as may be needed.....	5, 000
Total.....	225, 000

The twelve money-order inspectors to be paid on same basis—four at \$2,400; four at \$2,000; four at \$1,800. Five free-delivery inspectors to be paid, one at \$2,400; two at \$2,000; two at \$1,800, and per diem.

The salary of the chief inspector is now paid from a different appropriation, and is \$3,000 per annum. This readjustment would seem to require an increase in his salary. This you can fix in accordance with your views, you being fully conversant with the duties of the office.

Should you see proper to consider this matter, I can furnish other reasons in favor of this change.

Very respectfully,

WM. A. WEST,
Chief Inspector.

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

A 2.

POST-OFFICE DEPARTMENT,
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 26, 1887.

SIR: In compliance with your request, I have prepared the following estimates of the appropriations deemed necessary for the use of this office for the fiscal year ending June 30, 1889 :

COMPENSATION TO POSTMASTERS.

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

Item.	1885-1886.	1886-1887.	Increase.	Decrease.
			Per cent.	Per cent.
Estimates	\$13,000,000.00	\$12,000,000.00		07.69
Appropriations	12,000,000.00	11,700,000.00		04.87
Expenditures	11,348,178.17	11,929,481.41	05.12	

The appropriation for this purpose for the present fiscal year is \$11,700,000. This amount, it will be observed, is exactly the same as the sum appropriated for this item for the past year. The expenditures for the past year amounted to \$11,929,481.41, or 5.12 per cent. more than the expenditures for the previous year. The expenditures stated were less than the estimate made by this office by only \$70,518.59, but exceeded the appropriation by \$229,481.41.

The expenditures, by quarters, for the fiscal years ended June 30, 1886, and June 30, 1887, were as follows :

Quarter ended September 30, 1885	\$2,721,500.40
Quarter ended December 31, 1885	2,829,899.00
Quarter ended March 31, 1886	2,941,964.64
Quarter ended June 30, 1886	2,855,814.13
Total for year ended June 30, 1886	11,348,178.17
Quarter ended September 30, 1886	2,854,647.15
Quarter ended December 31, 1886	2,966,767.09
Quarter ended March 31, 1887	3,090,182.96
Quarter ended June 30, 1887	3,017,884.21
Total for year ended June 30, 1887	11,929,481.41

This statement shows an increase of compensation to postmasters of \$104,329.23, or 0.93 per cent., for the fiscal year ended June 30, 1886 ; and \$581,303.24, or 5.12 per cent., for the fiscal year ended June 30, 1887. The aggregate of the salaries of Presidential postmasters, or postmasters at offices of the first, second, and third classes for the year ended June 30, 1886, was \$3,650,475 ; and for the year ended June 30, 1887, the aggregate of the salaries of Presidential postmasters amounted to \$3,752,575, an increase of \$102,100, or 2.8 per cent. Deducting the aggregate amounts stated as compensation to Presidential postmasters, we have the sums of \$7,697,703.17 and \$8,176,906.41 as the aggregate compensation to fourth-class postmasters for the fiscal years ended June 30, 1886, and June 30, 1887, respectively. These amounts, divided by the average number of fourth-class post-offices for each of the years mentioned, show that the average compensation of a fourth-class postmaster

for 1886 was \$153.36 and for 1887 \$156.99. It also appears that the increase of compensation to fourth-class postmasters for the year ended June 30, 1887, was \$479,203.24.

The aggregate of the salaries of Presidential postmasters in effect July 1, 1887, amounted to \$3,880,300, or an increase of \$194,800, as compared with the aggregate of the salaries of Presidential postmasters as fixed from July 1, 1886.

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 previous year. The total revenue for the fiscal year ended June 30, 1887 (the receipts for the second quarter of 1887 being estimated at \$13,576,382.76), is stated at \$50,127,659.82, being an increase of \$6,179,236.87, or 14.06 per cent., as compared with the year ended June 30, 1886.

In view of these facts, and believing that the increase of receipts and the growth of the postal service will be maintained during the ensuing fiscal year at not less than the present ratio, I am of the opinion that the sum of \$13,000,000 will be required to compensate postmasters for the fiscal year ending June 30, 1889. I therefore recommend that an appropriation of \$13,000,000 be requested for the compensation to postmasters for the year named.

CLERKS IN POST-OFFICES.

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

Items.	1885-'86.	1886-'87.	Increase.	Decrease.
Estimates	\$5,800,000.00	\$5,150,000.00	<i>Per cent.</i>	<i>Per cent.</i>
Appropriations	5,150,000.00	5,150,000.00	.....	02.83
Expenditures	4,979,611.55	5,385,812.74	8.16	.....

The sum appropriated for clerks in post-offices for the present fiscal year, including clerk-hire on money-order account at first and second class offices, as required by the act of June 29, 1886, was \$5,450,000. This is an apparent increase of \$300,000, as compared with the appropriation for clerks in post-offices for the previous fiscal year, but it should be observed that the amount stated includes money-order clerk-hire for first and second class offices. If this item had been treated as heretofore (act of March 3, 1883), it would have required not less than \$450,000 to pay the cost of clerk-hire on money-order account. In other words, the merging of the postal and money-order clerk-hire at first and second class offices makes an actual saving of \$150,000.

The total expenditures for this item during the past fiscal year is reported at \$5,385,812.74, or an increase of 8.16 per cent., as compared with the previous year. The total amount allowed on postal account was \$5,186,494.96. This amount should be reduced, however, by the total reductions on postal account made during the year, amounting to \$200,328.46, making the net amount allowed on postal account \$4,986,166.50. To this aggregate should be added the net amount of the apportionment on money-order account. This sum is \$405,406.49, being the total amount apportioned on money-order account (\$412,953.33) less the aggregate reductions (\$7,546.84) on money-order account. This gives a grand total of \$5,391,572.99 as the aggregate amount allowed

for both postal and money-order clerk-hire; and this sum exceeded the appropriation as made by Congress solely on postal account by \$241,572.99. This amount, therefore, should be appropriated by Congress at the next session in order that the large number of accounts can be properly audited and closed.

In addition to the needs of first and second class post-offices, and stations in connection therewith, for clerk-hire both on postal and money-order account, under existing law (act of July 12, 1876, 19 Stat., sec. 11, p. 82, and sec. 461, P. L. and R., edition of 1887), reasonable allowances for clerical assistance in separating mails should be made to postmasters at all third and fourth class post-offices where mail routes intersect and more mail is required to be separated for other post-offices than the postmaster can reasonably distribute. Such allowances are made for the necessary cost of clerical service in separating mails for other offices, and should not be understood as an increase of the compensation of the postmaster. By close attention to this branch of the service, and the careful inspections now made, a much smaller fund is sufficient to meet the cost of separating labor at present, notwithstanding the growth and increase of the postal service.

The aggregate of all allowances on postal account at present is \$4,996,985; and the aggregate of the apportionment on money-order account is \$409,938. This makes a total of \$5,406,923.

In order to reach a conservative estimate for clerk hire for the ensuing fiscal year, it should be stated that the postal service is increasing and expanding steadily and rapidly. The increase of revenue for the fiscal year ended June 30, 1886, was \$1,387,579.12, or 3.26 per cent. as compared with the previous year; and the increase during the fiscal year ended June 30, 1887, was \$6,179,236.87, or 14.06 per cent. as compared with the fiscal year 1885-'86.

The adjustment of the salaries of Presidential postmasters to take effect July 1, 1887, in compliance with the requirements of the act of March 3, 1883, placed 82 offices in the first class, 435 offices in the second class, and 1,819 in the third class. This assignment shows a net increase of 7 first, 35 second, and 50 third class post-offices, or a total increase of 92 offices, from July 1, 1887.

The following statement shows the increase of gross receipts which accrued at seven of the larger post-offices for the four quarters ended June 30, 1887. The receipts, it will be remembered, are on the basis of the reduced, or two-cent, rate of postage, viz:

Office.	Increase receipts four quarters ending June 30, 1887.
New York, N. Y.	\$303,651
Chicago, Ill.	182,303
Philadelphia, Pa.	129,077
Boston, Mass.	71,862
Brooklyn, N. Y.	62,312
Rochester, N. Y.	39,197
Kansas City, Mo.	52,357
Total increase	900,759
Average increase per office	128,679

I also respectfully submit a statement showing the receipts and increase of receipts for the year ended June 30, 1887, at seven of the second-class post-offices, selected to represent the whole country, viz :

Office.	Gross receipts four quarters ending June 30, 1887.	Increase receipts four quarters ending June 30, 1887.
Angusta, Ga.....	\$36,418	\$3,261
Wichita, Kans.....	30,438	10,584
Madison, Wis.....	29,547	4,050
Birmingham, Ala.....	55,339	14,771
Elizabeth, N. J.....	26,074	5,635
Helena, Mont.....	23,530	4,650
San Diego, Cal.....	19,437	10,143
Totals.....	206,783	53,094
Average increase per office.....		7,584

It will be observed that the total increase of receipts at the seven first-class post-offices is shown to be \$900,759, or an average increase of \$128,679 per office. The per cent. of increase of receipts, as compared with the receipts for 1886, is 8.65. At the seven second-class offices the increase of receipts is stated at \$53,094, or an average increase of \$7,584 per office. The per cent. of increase of receipts, as compared with the receipts for 1886, for the same offices, is 34.48.

In view of these facts, I am of opinion that an appropriation of \$5,650,000 should be requested for clerks in post-offices for the ensuing fiscal year. This amount is \$200,000, or 3.67 per cent., more than the sum authorized for clerks in post-offices for the current fiscal year. I therefore recommend that an appropriation of \$5,650,000 for clerks in post-offices be requested for the fiscal year ending June 30, 1889.

RENT, LIGHT, AND FUEL.

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

Items.	1885-'86.	1886-'87.	Increase.	Decrease.
Estimates.....	\$500,000.00	\$510,000.00	<i>Per cent.</i> 02.00	<i>Per cent.</i>
Appropriations.....	{ 490,000.00 }	495,000.00	.....	.....
Expenditures.....	{ *5,000.00 }	471,333.23	0.13	.....

* Sundry civil act approved March 3, 1885.

The appropriation for this purpose for the present fiscal year is \$495,000. To this amount should be added the sum of \$5,000, appropriated (act of March 3, 1887) for rent of the Washington, D. C., post-office (main) for that period. The total appropriation, therefore, is \$500,000, or \$10,000 less than the estimate submitted.

The amount expended during the past year for these items, for which proper vouchers have been submitted to the Auditor to date, is stated at \$471,333.23. The aggregate amount authorized for rent, fuel, and light for post-offices was \$497,520.07. From this sum the aggregate of reductions of allowances made during the year, in the sum of \$18,820.82,

should be deducted, making the net amount allowed during the past year \$478,699.25. The difference between this amount and the sum reported by the Auditor will be approved when proper vouchers are submitted.

Allowances for rent, fuel, and light under existing law are made for offices of the first and second classes. By the adjustment made in accordance with the requirements of the act of March 3, 1883, to take effect July 1, 1887, 82 offices were assigned to the first class and 435 to the second class, making a total of 517 offices. This is an increase of 42 offices as compared with the previous year. In addition to the regular first and second class post-offices, a large 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 have been authorized for a number of the said stations.

The increase of revenue for the past two fiscal years should be considered in making an estimate for this item. The increase of revenue for the year ended June 30, 1886, was \$1,387,579.12, or 3.26 per cent., as compared with the previous fiscal year; and the increase for the fiscal year ended June 30, 1887, was \$6,179,236.17, or 14.06 per cent., as compared with the year ended June 30, 1886. The aggregate for all allowances for rent, in round numbers, is \$402,000; and for fuel and light, \$94,000; a total of \$496,000. This is only \$4,000 less than the appropriation for this item for the current fiscal year.

Taking these facts into consideration in connection with the present rapid growth and increase of the postal service, I am of opinion that the sum of \$515,000 will be required for rent, fuel, and light for first and second class post-offices, including \$6,360 for the Washington, D. C., post-office, and the East Capitol and F street (NW.) stations or branches thereof. This amount is an increase of \$15,000, or 3 per cent. more than the appropriation for the present fiscal year. I therefore recommend that an appropriation of \$515,000 be made for this purpose for the fiscal year ending June 30, 1889.

MISCELLANEOUS AND INCIDENTAL ITEMS.

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

Items.	1885-'86.	1886-'87.	Increase.	Decrease.
			<i>Per cent.</i>	<i>Per cent.</i>
Estimates.....	\$80,000.00	\$80,000.00		
Appropriations.....	80,000.00	70,000.00		12.50
Expenditures.....	53,767.56	57,779.58	7.46	

The appropriation for miscellaneous and incidental items for the current fiscal year is \$70,000, or the same amount as that appropriated for this purpose for the past year. The aggregate of the allowances made by this office for miscellaneous and incidental items for the past year is \$61,082.77. The Auditor reports the amount for which proper vouchers have been furnished and approved as \$57,779.58. The total amount authorized by this office will be audited when proper vouchers are submitted.

Items chargeable to this appropriation include all articles required for the postal service for first and second class post-offices which are not provided for by other appropriations.

The number of first-class post-offices July 1, 1887, was 82, a gain of 7; and the number of second-class post-offices 435, a gain of 35, making the total of first and second class offices 517.

The increase in the number of post-offices to be supplied and also the increase and growth of the postal service should be taken into consideration in making an appropriation for miscellaneous and incidental items. The increase of revenue during the past year, as compared with the year ended June 30, 1886, was \$6,179,237, or 14.06 per cent. I am of opinion, therefore, that if an appropriation for miscellaneous and incidental items is made without including furniture for post-offices, the sum of \$75,000 will be required for the fiscal year ending June 30, 1889.

I renew the recommendation as made last year that one appropriation be authorized for miscellaneous and incidental items, to include furniture for post-offices. If but one appropriation is made, I am of opinion that \$100,000 would be sufficient for these items for the ensuing fiscal year. This amount is recommended in the interest of good service and economy.

In addition to the saving of \$10,000, which can be effected by making one appropriation for these items, I beg to suggest that considerable labor and valuable time will be saved on account of simplifying accounts, and reducing the clerical work incident to these items. I beg to recommend, therefore, that, in lieu of separate appropriations, as heretofore authorized, 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, 1889.

OFFICE FURNITURE.

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

Items.	1885-'86.	1886-'87.	Increase.	Decrease.
			<i>Per cent.</i>	<i>Per cent.</i>
Estimates	\$40,000.00	\$35,000.00		12.50
Appropriations	30,000.00	25,000.00		16.67
Expenditures	14,857.76	20,470.88	37.78	

The appropriation for furniture for post-offices for the present fiscal year is \$25,000. This amount is the same as the sum appropriated for this item for the past year, and is \$10,000 less than the estimate for this purpose as made by this office. The amount allowed for furniture for post-offices during the past year was \$24,530.32. This sum almost absorbed the appropriation. In fact, many applications for furniture for post-offices were declined on account of the limited appropriation. Under existing law allowances for furniture are made only for first and second class offices. The number of first-class offices is now 82, a gain of 7; and the number of second-class post-offices is 435, a gain of 35; making a total of 517 offices.

Articles of furniture needed to facilitate postal business in the first and second class offices, chargeable to this appropriation, include safes, stoves and fixtures, mailing tables, distributing cases, paper cases, desks, chairs, pouch racks, etc.

In making an estimate for furniture for post-offices it should be borne in mind that the postal service is increasing and expanding very rapidly at the present time, and that this increase and growth is likely to

continue. The increase of revenue during the past year was \$6,179,237, or 14.06 per cent., as compared with the year ended June 30, 1886. In view of this fact, I am of opinion that the sum of \$35,000 will be required for this purpose for the fiscal year ending June 30, 1889. I am, however, strongly of the opinion that, as stated in the text relative to the estimate for miscellaneous and incidental items, it will be in the interest of good service and economy to make one appropriation of \$100,000 for furniture and miscellaneous and incidental items for post-offices for the ensuing fiscal year, and I so recommend.

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 current fiscal year is \$20,000, being the same amount as appropriated for this purpose for the past two fiscal years.

The amount allowed for advertising at the larger post-offices for the past year was \$10,426.12.

I am of opinion that \$12,000 should be set apart for advertising under the order of March 7, 1882, for the year ending June 30, 1889.

THE FREE-DELIVERY SERVICE.

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

	1885-'86.	1886-'87.	Increase.
Estimates	\$1,535,000.00	\$4,928,531.25	\$393,531.25
Appropriations	4,485,000.00	4,928,531.25	443,531.25
Expenditures	4,312,308.70	4,618,692.07	306,383.37

The appropriation for current fiscal year is	\$5,522,500.00
Estimate for the fiscal year commencing July 1, 1888, and ending June 30, 1889	6,180,166.65

Rate of expenditure on the 1st day of July, 1887:

2,143 carriers, at \$1,000 each per annum	\$2,143,000.00
1,128 carriers, at \$850 each per annum	956,800.00
663 carriers, at \$800 each per annum	530,400.00
1,407 carriers, at \$600 each per annum	844,200.00
5,341	4,478,400.00
Rate increased by additional appointments to October 24, 1887, inclusive	60,058.64
Cost of additional carriers to June 30, 1888	73,500.00
Cost of additional carriers to June 30, 1888, act of August 2, 1882:	
Promotions from July 1 to October 1, 1887	\$70,161.74
To be promoted at first-class offices, 1,096	82,979.55
To be promoted at second-class offices, 364	86,234.47
Pay of substitutes for carriers on vacation	199,875.76
Substitutes for holidays, elections, etc	139,059.27
Incidental expenses (1886-'87, \$173,589.30)	2,500.00
Incidental expenses (1886-'87, \$173,589.30)	193,000.00
Pay of post-office inspectors	15,000.00
Cost of new offices already established this year	847,491.24
Cost of new offices to be established this year	35,000.00
Credit by changes in grade (estimated at)	5,543,384.91
Estimated cost of service for present fiscal year	90,000.00
Estimated cost of service for present fiscal year	5,453,384.91
Estimate for present fiscal year	5,453,384.91
Credit by incidental expenses of new offices	20,827.67
5,432,557.24	

Increase for next year:

Promotion of 1,735 carriers on books October 1, 1887 (1888-'89)	\$277,409.58
Promotion of carriers on account of change of grade	80,000.00
Promotion of carriers appointed since October 1, 1887	5,665.90
Promotion of carriers to be appointed this fiscal year	27,377.28
Promotion of carriers at new offices to be established this year	17,500.00
	<hr/>
Additional carriers (equal to 300 for full year), old offices	358,012.78
Additional carriers at new offices (equal to 25 for full year)	180,000.00
Additional amount required to pay carriers appointed since July 1, 1887, for entire fiscal year 1888-'89	15,000.00
Additional amount required to pay carriers to be appointed this fiscal year for entire year 1888-'89	14,941.38
Additional amount required to pay carriers appointed at new offices for entire year 1888-'89	102,900.00
Increase in incidental expenses	26,430.29
Additional pay of substitutes for carriers on vacation	30,000.00
Extension of service	10,325.00
	75,000.00
	<hr/>
Credit by changes of grade, estimated at	6,245,168.65
	65,000.00
	<hr/>
Total amount of estimate for fiscal year ending, June 30, 1889	6,180,168.63
Amount of increase as compared with the appropriation for the current fiscal year of ..	657,668.65

POST-OFFICE SUPPLIES.

Wrapping and facing slip paper	\$40,000
Wrapping twine	80,000
Letter balances and scales	15,000
Postmarking, rating, and canceling stamps, ink and pads	40,000
Stationery, first and second class post-offices	55,000
Stationery and free penalty envelopes, Post-Office Department	12,600
Printing, binding, etc	207,000
	<hr/>
Total	449,600

The reasons for the increased amount asked for for the Division of Supplies will be found under that head in my report.

The preceding estimates have been prepared with due regard for the interests 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, Washington, D. C.

A 3.

POST-OFFICE DEPARTMENT,
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 21, 1887.

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, 1889:

INLAND TRANSPORTATION BY STAR ROUTES.

The appropriation for the current year is \$5,400,000; the annual rate of expenditure on June 30, 1887, was \$5,099,533.43; on September 30, 1887, \$5,020,498.71; the sum estimated as necessary for the current fiscal year is \$5,300,000.

The general advertisement of September 15, 1887, invites proposals for performing all the star and steam-boat service from July 1, 1888, to June 30, 1892, in the second section, embracing the States of North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee, and Kentucky.

The star service in the States above mentioned on June 30, 1887, aggregated 17,052,266 miles' travel and cost \$873,857.60 per annum. The cost per mile traveled was 5.12 cents.

The star service advertised to be let from July 1, 1888, in the above section aggregates 19,477,488 miles of travel per annum, being 2,425,222 miles more than was in operation in the same States on June 30, 1887.

Estimated cost under the general advertisement of the 15th of September, 1887, on the basis of rate for 1887, is for 19,477,488 miles at 5.12 cents.....	\$997,247
An advertisement will be issued about February 1, 1888, inviting proposals for the performance of miscellaneous service in all the States and Territories from July 1, 1888; the estimated cost of such service, which will include all routes under temporary contracts, which will expire June 30, 1888, that are not provided for in general advertisement.....	200,000
Cost of service July 1, 1887, in the first, third, and fourth contract sections, which embrace all the States not included in the general advertisement of September 15, 1887, and all the Territories	4,161,623
Estimated annual rate of cost of all star service July 1, 1888.....	5,358,870
Allow for new service thereafter.....	123,130
Estimate for the fiscal year beginning July 1, 1888, being \$32,000, or 1.52 per cent more than appropriation for current year.....	5,482,000

INLAND TRANSPORTATION BY STEAM-BOAT ROUTES.

Appropriation for the current year	\$450,000
Annual rate of expenditure on September 30, 1887.....	434,130
Sum estimated as necessary for the current year.....	450,000

The cost of steam-boat service in the second contract section during the year ended June 30, 1887, was 14.06 cents per mile traveled.

The general advertisement of September 15, 1887, embraces steam-boat routes in the second contract section, aggregating 921,604 miles' travel per annum.

The annual cost of such service on the basis of 1887.....	\$129,577
The annual rate of cost of steamboat service July 1, 1887, in the first, third, and fourth contract sections was.....	305,500
Add for new and increased service during the residue of current year.....	14,923
Estimated annual rate of cost July 1, 1888.....	450,000
Allow for new service thereafter.....	25,000
Estimate for fiscal year beginning July 1, 1888 (being \$25,000 or 5.55 per cent. more than appropriation for current year).....	475,000

MAIL-MESSENGER SERVICE.

The appropriation for the current year is	\$900,000
The annual rate of expenditure on September 30, 1887	832,348
The sum deemed necessary for the current year is.....	850,000

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

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

The appropriation for mail-bags and mail-bag catchers for the current fiscal year is \$275,000.

The appropriation for mail locks and keys for the current fiscal year is \$23,000.

After careful consideration I recommend an appropriation for mail-bags and mail-bag catchers for the next fiscal year of \$295,000 (being \$20,000 in excess of appropriation for the current year), and an appropriation for mail locks and keys of \$30,000, being \$7,000 in excess of appropriation for current year.

The reasons for asking these amounts are stated in detail in my annual report.

ESTIMATE OF APPROPRIATION REQUIRED FOR FISCAL YEAR ENDING JUNE 30, 1889, FOR INLAND TRANSPORTATION ON RAILROAD ROUTES.

In making this estimate the method adopted last year will be followed:

(1) Annual rate of cost of transportation on all routes on which rates were fixed on June 30, 1887, as shown by Post-Office Department books, was	\$16, 174, 691
Add for 4,195 miles unadjusted service on said date, estimated at an annual rate of cost of \$60 per mile.....	251, 700
Add for salaries and expenses superintendents of Railway Mail Service, weighing of mails, miscellaneous items chargeable to railroad transportation, not included in above (estimated).....	125, 000
Total annual rate of expenditure June 30, 1887.....	16, 551, 391

This sum, \$16,551,391, represents as nearly as possible the annual rate of expenditure on June 30, 1887, for railroad transportation. The proper basis, however, for an estimate for the fiscal year ending June 30, 1889, is the estimated cost of the service on June 30, 1888, and this can be obtained by adding to the annual rate of cost on June 30, 1887, the probable increase in the cost of the service during the present fiscal year. This will give the estimated cost on June 30, 1888.

As a result of the regular quadrennial readjustment of railroad routes in the third section, embracing the States of Illinois, Wisconsin, Minnesota, Iowa, and Missouri, which took effect from July 1, 1887, there is an increase in the annual rate of cost of \$601,247, or 16.03 per cent., in that section. This is an ascertained item of increase and exceeds the amount as estimated last year for service in that section by \$97,247. The estimated increase in the 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 on this account.

It follows, therefore, that the probable annual rate of cost in railway transportation on June 30, 1888, will be as follows:

(2) Annual rate of cost June 30, 1887, as above	\$16, 551, 391
Add for increase in third section, as above.....	601, 247
Add for new service 6,000 miles at \$60 per mile, as above.....	360, 000
Estimated annual rate of cost June 30, 1888	17, 512, 638

The regular quadrennial readjustment for the next fiscal year will embrace the States of North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee, Kentucky, Ohio, Indiana, and Michigan. The present total annual rate of cost of railway mail transportation in the last-mentioned States amounts to \$4,709,465.45. Estimating the increase in this section at 14 per cent., which is believed to

be moderate, as the increase in the section just weighed was 16.03 per cent., gives a total increase of \$659,325. The increase in new service for the whole country for the next fiscal year is estimated at 6,000 miles, the same as the estimate for the current year. It is, of course, difficult to give a definite estimate at this time of the amount of new service which will be ordered in the fiscal year beginning July 1, 1888, nearly nine months after making that estimate. We can only be guided by the experience of the past, and, in the light of that experience, and what seem to be the prospects for railroad construction and the business outlook for the future. There were 7,016 miles of new service ordered in the past fiscal year, and present indications seem to warrant an estimate of at least 6,000 miles in the fiscal year ending June 30, 1889. 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-year, or a total increase for the year of \$180,000. Adopting the same plan for estimating the cost of this service as last year, the estimate submitted for the next fiscal year (1888-'89) is, therefore, as follows:

(3) Estimated annual rate of cost June 30, 1888, as above shown	\$17, 512, 638
Add for new service 6,000 miles, at \$60 per mile (per annum), one-half year	180, 000
Add for increase in second section, as above	659, 325
<hr/>	
Estimated expenditure for fiscal year ending June 30, 1889.....	18, 351, 963
Less amount earned by and withheld from Pacific roads.....	1, 292, 346
<hr/>	
Estimated appropriation required for the fiscal year ending June 30, 1889.....	17, 059, 617

ESTIMATES FOR RAILWAY POST-OFFICE CAR SERVICE, RAILWAY POST-OFFICE CLERKS, AND FOR NECESSARY AND SPECIAL FACILITIES.

The appropriation for Railway Post-Office Car Service for the year ending June 30, 1888, was..... \$1, 934, 560. 00
 The estimate for the next fiscal year ending June 30, 1889, excluding amounts to be credited to subsidized Pacific railroads, is..... 2, 031, 288. 00
 Being an increase on the appropriation for the current fiscal year of \$96,728.

For railway post-office clerks the appropriation for the current fiscal year ending June 30, 1888, was..... \$4, 990, 240. 62
 The estimated appropriation for the fiscal year ending June 30, 1889, is 5, 246, 790. 21
 Being an increase on the appropriation for the current fiscal year of \$256,549.59.

The increase in these two items of the service has been made necessary by the extension of the railroad transportation, hereinbefore adverted to, by the great increase in the weight of the mails, and also in consequence of the demand for increased postal car service, especially in the western section of the country.

The particular reasons for this estimate are given in the report of the honorable Superintendent of the Railway Mail Service, to which I have the honor to refer.

For necessary and special facilities on trunk lines the appropriation last year was..... \$295, 987. 53
 The estimate for the next fiscal year ending June 30, 1889, is the same amount, to wit..... 295, 987. 53

The maintenance of these facilities is recommended by the General Superintendent of the Railway Mail Service, and I indorse his recommendations, as they furnish very valuable facilities, which, by their use for many years past, are regarded as indispensable in their character.

RECAPITULATION.

Estimates for office of Second Assistant Postmaster-General for fiscal year 1888-'89.

For inland transportation by star routes.....	\$5,482,000.00
For inland transportation by steam-boat routes.....	475,000.00
For transportation by mail-messenger routes.....	900,000.00
For mail bags and mail-bag catchers.....	295,000.00
For mail locks and mail keys.....	30,000.00
For inland transportation by railroad routes.....	17,059,617.00
For railway post-office car service.....	2,031,258.00
For railway postal clerks.....	5,246,790.21
For necessary and special facilities on trunk lines.....	295,987.53
For miscellaneous.....	1,000.00

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 15, 1887.

SIR: I have the honor to submit the following estimates of appropriations for the service of this office for the fiscal year ending June 30, 1889:

1. For manufacture of adhesive postage and special-delivery stamps....	\$144,148
2. For pay of agent and assistants to distribute stamps, and expenses of agency.....	8,000
3. For manufacture of stamped envelopes, newspaper-wrappers, and letter-sheets.....	756,687
4. For pay of agent and assistants to distribute stamped envelopes, newspaper-wrappers, and letter-sheets, and expenses of agency.....	16,000
5. For manufacture of postal cards.....	212,455
6. For pay of agent and assistants to distribute postal cards, and expenses of agency.....	7,880
7. For registered-package, tag, official, and dead-letter envelopes.....	102,866
8. For ship, steamboat, and way letters.....	2,500
9. For engraving, printing, and binding drafts and warrants.....	2,500
10. For miscellaneous items.....	1,000
Total.....	1,253,956

The following statements will explain the above estimates:

ADHESIVE POSTAGE-STAMPS.

The contract prices of adhesive postage and special-delivery stamps are the same now as they were for the last fiscal year, and they will be the same during two years to come, the contract not expiring until June 30, 1889. At these prices the actual expenditure for stamps during the last year amounted to \$116,700, being the entire appropriation, in addition to which issues were made to the amount in cost of manufacture of \$6,884.45, for which a deficiency appropriation is yet to be made; so that the total cost of the issues of the year was \$123,584.45, or 7½ per cent. in excess of the expenditure of the previous year. From the issues of stamps since the close of the year to the date of this esti-

mate, it is apparent that the above ratio of increase will be kept up if not exceeded during the present year, and I am inclined to think that the same will be the case for the next year. At any rate, I should hardly feel safe in basing an estimate for appropriation upon a smaller annual increase than 8 per cent. Upon this basis the following result is produced :

Cost of stamps issued in the fiscal year ended June 30, 1887.....	\$123,584.45
Add 8 per cent. for increase	9,886.75
<hr/>	
Gives estimated amount of expenditure for fiscal year ending June 30, 1888	133,471.20
Add 8 per cent. for increase, as before	10,677.69
<hr/>	
Gives estimated cost for the fiscal year ending June 30, 1889, at present contract prices.....	144,148.89

The current appropriation is \$135,000.

STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER-SHEETS.

The total cost of the manufacture of stamped envelopes, newspaper-wrappers, and letter-sheets issued during the past fiscal year was \$648,737.78, or \$65,237.78 in excess of the appropriation, which excess Congress is expected to make provision for by a deficiency appropriation. The envelopes and wrappers were paid for during the first quarter of the year at old contract prices; during the last three quarters they were purchased under the present contract, the rates of which are considerably lower. These latter rates will continue unchanged until September 30, 1890. The contract under which letter-sheets were obtained is for no fixed term, it being discretionary with the Department to annul the same whenever, in the judgment of the Postmaster-General, the interests of the public service require it.

Upon the assumption that the ratio of increase in the *number* of envelopes to be issued during the present and the next fiscal years will be about the same as the ratio of the past year—which is nearly 8 per cent. for all kinds of envelopes—I have thought it fair to take that as the ratio of annual increase in expenditure. Upon the basis of the last year's cost, the result will be as follows :

Cost of stamped envelopes, newspaper-wrappers, and letter-sheet envelopes issued during the fiscal year ended June 30, 1887	\$648,737.78
Add 8 per cent. for increase	51,899.02
<hr/>	
Gives estimated cost for fiscal year ending June 30, 1888	700,636.80
Add 8 per cent. for increase, as before.....	56,050.94
<hr/>	
Gives estimated cost for fiscal year ending June 30, 1889	756,687.74

The present appropriation is \$780,000.

POSTAL CARDS.

The amount paid for the manufacture of postal cards during the last fiscal year was \$182,146.27, an increase of nearly 8 per cent. over the amount paid during the previous year. (This amount includes payment for 25,000,000 cards issued to the distributing agency established during the year at Chicago, Ill.) As the contract prices for the present and the next fiscal years are and will be the same as those for the past two years, and as no higher ratio of increase in the number of cards to be issued than the above ratio in expenditure is soon expected, I have

fixed upon that as proper for the calculation of the estimate. The result is shown in the following statement:

The expenditure for the fiscal year ended June 30, 1887, was.....	\$182, 146. 27
Add 8 per cent. for increase.....	14, 571. 70
Gives estimated expenditure for year ending June 30, 1888.....	196, 717. 97
Add 8 per cent. for increase, as before.....	15, 737. 43
Gives estimated expenditure for year ending June 30, 1889.....	212, 455. 40

The current appropriation is \$200,000.

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

The cost of the registered-package, tag, official, and dead-letter envelopes issued during the past fiscal year was \$85,013.49, or an increase of 17 per cent. over the expenditure of the previous year. This amount is \$17,813.49 in excess of the appropriation, for which excess a deficiency appropriation will be required. The ratio of increase in expenditure will be hardly as great during the present or coming year as in the past; but as the contract upon which the envelopes are furnished is an annual one, more or less of uncertainty due to fluctuations in the prices of materials entering into the manufacture of paper always attaches to the preparation of an estimate for this item of appropriation. I think that 10 per cent. is a reasonable ratio, and I have predicated the estimate upon that, as follows:

Cost of envelopes for fiscal year ended June 30, 1887.....	\$85, 013. 49
Add 10 per cent. for increase.....	8, 501. 34
Gives estimated amount for year ending June 30, 1888.....	93, 514. 83
Add 10 per cent. for increase, as before.....	9, 351. 48
Gives estimated amount for year ending June 30, 1889.....	102, 866. 31

The current appropriation is \$87,500.

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

The amount required for the expenses of the postage-stamp agency during the coming year will be, in even figures, \$8,000. This is \$100 less than the usual appropriation, which is never fully expended.

The amount required for the expenses of the stamped-envelope agency is estimated at \$16,000.

The amount required for the postal-card agency will be somewhat less than the current appropriation owing to the fact that some decrease in the labor of distribution at this agency will result from the transfer of the work to the subagency at Chicago, and to two other agencies which are contemplated. Making due allowance for this decrease of work, the amount required will probably be \$7,800.

The current appropriations for the several agencies are as follows: Postage-stamp agency, \$8,100; stamped-envelope agency, \$16,000; postal-card agency, \$10,300.

SHIP, STEAM-BOAT, AND WAY LETTERS.

Under the law owners or masters of vessels, not regularly engaged in the transportation of the mails, are entitled to compensation on arrival in port, for letters brought and delivered by them to post-offices, for

transmission to destination. In every case the amount thus paid the owner or master of a vessel is collected by the postmaster at the office of delivery, in addition to the regular postage, which amount is therefore made good to the Government.

The expenditure for the fiscal year ended June 30, 1886, was \$2,050.83, and for the three quarters ended March 31, 1887, it was \$1,146.30. The appropriation for the current year is \$2,500; that for the next year should be the same.

ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

This appropriation is for the purchase of drafts and warrants used for payment 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 \$1,959.50. The appropriation for the current fiscal year is \$2,500. The estimated amount required for the next year is the same.

MISCELLANEOUS.

The estimated amount required for miscellaneous expenditures for the office is \$1,000, this being the amount appropriated for the current fiscal year. The amount expended during the last fiscal year was \$114.75. It is expected that during the next year, by reason of the establishment of several sub-agencies for the distribution of stamped paper, a much greater expenditure will be made, so that no reduction from the usual amount of the appropriation is considered prudent.

COMPARISON OF ESTIMATES WITH PRESENT APPROPRIATION.

The excess of the above estimates over the present appropriations is shown in the following table:

Object.	Appropriations Year ending June 30, 1888.	Estimates year ending June 30, 1889.	Increase, estimates over appropriations.	
			Amount.	Per cent.
Adhesive postage and special-delivery stamps	\$135,000	\$144,148	\$9,148	6.7+
Postage-stamp agency	8,100	8,000	*100	*1.2+
Stamped envelopes, newspaper wrappers, and letter sheets	780,000	756,687	*23,313	*2.9+
Stamped-envelope agency	16,000	16,000		
Postal cards	200,000	212,455	12,455	6.2+
Postal card agency	10,300	7,800	*2,500	*24.2+
Registered package, tag, official, and dead- letter envelopes	87,500	102,866	15,366	17.5+
Ship, steam-boat, and way letters	2,500	2,500		
Engraving, printing, and binding drafts and warrants	2,500	2,500		
Miscellaneous	1,000	1,000		
Total	1,242,900	1,253,956	11,056	0.8+

* Decrease.

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 :

Object.	Expenditures year ending June 30, 1887.	Estimates of appropriations year ending June 30, 1889.	Increase, estimates over expenditures.	
			Amount.	Per cent.
Adhesive postage and special-delivery stamps	*\$123,584.45	\$144,148.00	\$20,563.55	16.6+
Postage-stamp agency	7,522.40	8,000.00	477.60	6.3+
Stamped envelopes, newspaper wrappers, and letter sheets.....	*648,737.78	756,687.00	107,949.22	16.6+
Stamped-envelope agency.....	15,945.07	16,000.00	54.93	0.3+
Postal cards	182,146.27	212,455.00	30,308.73	16.6+
Postal-card agency	9,970.80	7,890.00	†2,170.80	†21.7+
Registered package, tag, official, and dead- letter envelopes	*85,013.49	102,894.00	17,882.51	20.9+
Ship, steam-boat, and way letters.....	1,505.58	2,500.00	994.42	66.0+
Engraving, printing, and binding drafts and warrants	1,959.50	2,500.00	540.50	27.5+
Miscellaneous	114.75	1,000.00	885.25	771.4+
Total	1,076,500.00	1,253,956.00	177,455.91	16.4+

*Including amount to be provided for by deficiency appropriation.

† Decrease.

In submitting the foregoing estimates, I have the honor to suggest that as the several articles of stamped paper for which provision is therein made are all absolutely essential to the legal operations of the postal service, and as their supply is dependent upon the demands of the public for them as made known through the requisitions of postmasters—rendering it, to say the least, altogether inexpedient to cut off the supply in any case where an appropriation is found toward the end of the year to be inadequate—it would be desirable to have the Department vested with authority to use, whenever necessary, whatever balance might be left from one appropriation for the purpose of supplying deficiencies in the others. This would, no doubt, sometimes obviate the necessity of asking for deficiency appropriations, and relieve the Department from the responsibility of allowing obligations to be created in excess of what the law strictly authorizes. I accordingly respectfully recommend that Congress be requested to incorporate into the next act making appropriations for the postal service some such provision as the following :

Provided, That, in future, whenever it may become necessary, the Postmaster-General shall be authorized to use any balance left over from any one of the several items of appropriation for the manufacture of stamps, stamped envelopes, or postal cards, in order to supply, as far as practicable, deficiencies that may exist in the other items.

Yours, very respectfully,

H. R. HARRIS,

Third Assistant Postmaster-General.

HON. WILLIAM F. VILAS,

Postmaster-General.

A 5.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., November 14, 1887.

SIR: The amount estimated as necessary to be appropriated for the foreign mail service for the fiscal year ending June 30, 1889, is \$647,000.

This sum is composed of the following items, viz: For the transportation of mails of United States origin, including open-mail matter of foreign origin, \$512,630.08; closed mails of foreign origin, \$25,000; railway transit across the Isthmus of Panama, \$6,000; maintenance of the United States postal agencies at Panama and Shanghai, \$2,710.88; contingencies, \$659.04; for balances due foreign countries for intermediary transit, the United States portion of the expenses of the International Bureau of the Universal Postal Union, and the subscription of this Department to the monthly journal "l'Union Postale" of that Bureau, \$100,000.

There is no reason to suppose that there will be any material increase during the next fiscal year in the balances due foreign countries, the expense of the postal agencies at Panama and Shanghai, the cost of transporting mails of foreign origin, or in the Isthmus transit of the mails; and I have, therefore, estimated these items at the same amount at which they were estimated in my last report.

But I find that the cost of the sea conveyance of United States mails in 1886 and 1887 exceeded that for 1885 and 1886, as follows, viz:

The weight of the mails conveyed to ports to which American vessels do not ply was:

	Letters.	Prints.
	<i>Pounds.</i>	<i>Pounds.</i>
Fiscal year ended June 30, 1886.....	464,360	1,930,817
Fiscal year ended June 30, 1885.....	449,058	1,790,908
Increase.....	15,302	139,909
Fiscal year ended June 30, 1887.....	513,583	2,045,772
Fiscal year ended June 30, 1886.....	464,360	1,930,817
Increase.....	49,223	114,955
	<i>Per cent.</i>	<i>Per cent.</i>
Percentage of Increase 1885-'86.....	3.40	7.81
Percentage of Increase 1886-'87.....	10.59	5.95
	13.99	13.76
Average percentage of Increase.....	6.99	6.88

At this rate of increase—6.99 per cent. for letters and 6.88 for printed matter—the weights for the fiscal year ending June 30, 1889, will give:

LETTERS.

	Pounds.
Fiscal year ended June 30, 1887.....	513,533
Add 6.99 per cent. increase.....	35,896
Weights in 1888.....	549,429
Add 6.99 per cent. increase.....	38,405
Weights in 1889.....	587,834

PRINTS.

Fiscal year ended June 30, 1887	2,045,772
Add 6.88 per cent. increase	140,749
Weights in 1888	2,186,521
Add 6.88 per cent. increase	150,433
Weights in 1889	2,336,954

The cost of conveying the above amount of mail at 5 francs per kilogram of letters and postal cards (44 cents per pound), and 50 centimes per kilogram of printed matter (4½ cents per pound), will make the total cost of this service:

For letters and post cards	\$258,646.20
For printed matter	105,163.08
Total	363,809.28

The weight of the mails conveyed to ports to which American vessels ply was:

	Letters.	Prints.
	Pounds.	Pounds.
Fiscal year ended June 30, 1886	50,290	480,618
Fiscal year ended June 30, 1885	40,281	408,514
Increase	10,018	81,104
Fiscal year ended June 30, 1886	50,290	529,950
Fiscal year ended June 30, 1887	48,053	489,018
Decrease	2,246	100,341
	Per cent.	Per cent.
Percentage of increase 1886-'86	24.87	19.85
Percentage of decrease 1886-'87	4.67	20.48
	20.20	40.33
Average percentage of increase	10.10	20.16

At this rate of increase, 10.10 per cent. for letters and post cards and 20.16 per cent. for prints, the weights for the fiscal year ending June 30, 1889, will give:

LETTERS.

	Pounds.
Fiscal year ended June 30, 1887	48,053
Add 10.10 per cent. increase	4,853
Weights in 1888	52,906
Add 10.10 per cent. increase	5,344
Weights in 1889	58,250

PRINTS.

Fiscal year ended June 30, 1887	480,618
Add 20.16 per cent. increase	88,802
Weights in 1888	578,420
Add 20.16 per cent. increase	116,840
Weights in 1889	695,260

The cost of conveying the above amount of mail at the sea and inland postage (\$1.60 per pound of letters and post cards and 8 cents per pound of printed matter) will be :

For letters and post cards	\$93,200.00
For printed matter.....	55,620.80
Total.....	148,820.80

Add the amounts, viz :

For conveyance of mails to ports to which American vessels do not ply..	\$363,809.28
For conveyance of mails to ports to which American vessels ply	148,820.80
Balances due foreign countries	100,000.00
Closed mails	25,000.00
Isthmus transit	6,000.00
Shanghai and Panama postal agencies	2,710.88
Contingencies	659.04
Total.....	647,000.00

Should the parcel-post conventions, alluded to in my report, go into effect, they will materially increase the volume of the mails, and correspondingly increase the cost of their transportation. There are as yet no data upon which to intelligently estimate this cost, but it would probably not be unreasonable to place it at, at least, \$25,000.

I am, very respectfully, your obedient servant,

NICHOLAS M. BELL,
Superintendent Foreign Mails.

Hon. WILLIAM F. VILAS,
Postmaster-General.

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

REPORT

OF THE

ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT,
OFFICE OF THE ASSISTANT ATTORNEY-GENERAL,
Washington, D. C., August 6, 1887.

SIR: I have the honor to submit herewith exhibits, marked respectively A and B, giving in detail the action of this Department during the fiscal year ended June 30, 1887, 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."

Exhibit A is a list of claims allowed, showing the amount claimed, when specific claim is made, the nature, cause, and date of loss, and the amount of allowance in each case.

Exhibit B is a list of claims disallowed, dismissed, or withdrawn, showing in each instance the amount claimed, the nature, cause, and date of the loss, and the reason for disallowance or other action.

The total number of claims acted upon is 607, of which number 471 were allowed either in whole or in part, and 136 were wholly disallowed.

The total amount for which specific claims were made, in the cases acted upon, is \$51,814.41½, and the total amount allowed, \$40,600.55.

The claims adjusted embrace the sum of \$1,512.77 for loss of "postal funds," the claimants being unaware that no provision is made by the act of March 17, 1882, for the reimbursement for losses of such funds. In many cases the proofs show considerable loss of postal funds for which no claim is made.

The accompanying exhibits show that \$409.12 were allowed on account of loss of such funds, under special acts of Congress, in exception to the general rule which has denied a large number of postmasters like relief under similar circumstances.

The allowances are classified as follows, viz :

For money-order funds :		
Lost by fire.....	\$75.96	
Lost by storm.....	30.18	
Lost by burglary.....	6,128.15	
Lost in transit.....	4,761.92	
	\$10,996.21	
For postage-stamps, etc. :		
Lost by fire.....	\$8,651.89	
Lost by burglary.....	20,741.83	
Lost by flood.....	154.33	
Lost by storm.....	56.29	
	29,604.34	
Total.....	40,600.55	

These claims embraced the further sum of \$3,076.52 which was disallowed. The claims wholly disallowed or dismissed embraced the following items of loss:

Money order funds:			
Lost by fire.....	\$249.00		
Lost by burglary.....	1,304.31		
Lost in transit.....	3,872.00		
Lost by larceny.....	23.05		
			\$5,448.36
For postage-stamps, etc.:			
Lost by fire.....	702.01		
Lost by burglary.....	1,650.64		
Lost by larceny.....	35.00		
			2,387.65
Postal funds [not within the provisions of the statute].....			301.33
Total.....			8,137.34

It should be stated that in many cases, especially when the losses result from fire, postmasters are left without data from which the amounts of loss can be determined, and leave the amounts to be ascertained by the Department instead of making a definite claim. The "amounts claimed," as stated in the accompanying exhibits, therefore fall considerably short of the actual amounts.

The reasons for the disallowance of 136 claims mentioned above may be summarized as follows:

Because of failure to exercise proper care	51
Because not presented within the time required by the statute	13
Because not within the provisions of the statute.....	8
Because of unsatisfactory evidence as to the fact or amount of loss.....	28
Because of failure to comply with regulations concerning remittances.....	27
Abandoned or dismissed on account of recovery of amounts lost.....	9
	136

As noted in previous reports, the greatest item of loss is that resulting from burglary, the amounts allowed on account of such losses being—

For money-order funds.....	\$6,128.15
And for postage-stamps, etc	20,741.83
Total	26,869.98

Of the claims wholly disallowed, the losses claimed to have resulted from burglary were as follows:

Of money-order funds	\$1,304.31
Of postage-stamps, etc	1,650.64
Total.....	2,954.95

Among the claims adjusted during the year there were 103 cases in which the evidence showed that the property for which credit was claimed was taken from safes in which it had been deposited. In 100 of these cases, safes belonging to or used by the postmasters were drilled and blown, or otherwise forced open; in one case the lock of the safe was "picked," and in two instances the property was taken by burglars from bank vaults, in which it had been deposited for safety.

Very respectfully,

E. E. BRYANT,
Assistant Attorney-General.

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Cases in which the Secretary of the Treasury has been authorized by special acts of the Forty-ninth Congress to credit postmasters for postal funds lost by fire, burglary, etc.

Postmaster.	Post-office.	Stat.	Page.	Amount.
Carroll, Lysander.....	Concord, N. H.....	24	917	\$194. 24
Dawson, E. B.....	Boonton, N. J.....	24	918	66. 52
Goodrich, James W.....	Amesbury, Mass.....	24	923	403. 97
Garrison, V. F.....	Grabam, Tex.....	24	821	245. 33
Low, D. W.....	Gloucester, Mass.....	24	918	603. 90
Marrs, James R.....	Danville, Ky.....	24	906	126. 00
Monroe, Grafton.....	Annapolis, Md.....	24	883	2, 430. 00
Shutt, Frank.....	Litchfield, Ill.....	24	919	65. 93
Tripllett, T. H.....	Dalton, Ga.....	24	820	120. 00
Wilkey, H. C.....	Columbus, Ky.....	24	919	307. 87
Total				4, 563. 76

Cases in which the Postmaster-General has been authorized to allow credit as above.

Fisk, Harry.....	Aurora, Ind.....	24	904	\$283. 50
Martin, J. R.....	Perry, Kans.....	24	916	125. 62
Total				409. 12
Aggregate				4, 972. 88

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., allowed from July 1, 1886, to June 30, 1887, etc.—Continued.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Amounts allowed.
				Stamps, etc.	M. O. funds.	
Beddington, Ind.	John Fox	Dec. 10, 1886	Burglary	\$11.18		\$11.18
Redwood City, Cal.	Louis Jacobson	Aug. 21, 1886	do	294.30		294.30
Reston, Va.	J. F. Coats	July 15, 1886	do	14.00		13.50
Rentrow, Pa.	H. W. Koonee	May 1, 1886	do	209.46	20.00	209.46
Richfield, Ohio	Charles W. Loomis	Apr. 4, 1886	Fire	19.54		19.54
Richmond, Mo.	Samuel T. Bassett	Nov. 22, 1886	Burglary	18.75		18.75
Rigney, Va.	Berry L. Carter	Dec. 25, 1886	Fire	24.00		24.00
Rileyville, Ill.	John F. Woolard	Apr. 7, 1886	do	Unknown		Unknown
Rio Grande City, Tex.	James I. Nix	June 10, 1886	In transit	240.00		240.00
do	do	May 5, 1886	do	104.00		104.00
do	do	May 15, 1886	do	47.00		47.00
do	do	May 16, 1886	do	204.00		204.00
do	do	Nov. 8, 1886	Fire	13.27		13.27
Rockville, Pa.	Charles A. Robinson	Oct. 26, 1886	do	7.15		7.15
Rogersville, Mich.	J. G. Kipsman	Mar. 1, 1887	Fire	Not known		46.62
Rolle, Pa.	William L. Devine	Mar. 15, 1886	Burglary	8.80		8.80
Rolland, Ill.	Thomas B. Norman	Jan. 4, 1887	In transit	18.00		18.00
Rolling Fork, Miss.	S. W. Langford	Jan. 17, 1886	Fire	174.84		2.75
Romeo, Wis.	William Van Hoosear	July 14, 1886	do	4.38		4.38
Ronoverto, W. Va.	F. K. Hurxthal	May 25, 1885	do	24.43		15.40
Rowena, Mo.	Nathaniel Brownfield	May 25, 1885	do	41.10		41.10
Russaville, Mo.	R. L. Christie	June 26, 1884	Flood	Not known		Not known
Russaville, Ind.	John T. Gifford	Nov. 2, 1886	Burglary	10.81		8.32
Saint Francisville, Ill.	Wesley Forts	Nov. 15, 1886	do	84.14		84.14
Saint Jo, Tex.	H. J. Moss	Oct. 26, 1883	In transit	482.00		482.00
Salem, Iowa	A. N. Hagan	June 2, 1886	Fire	107.47		134.99
Salesville, Mont.	Norman A. Webb	Nov. 12, 1885	do	40.00		27.94
Salida, Colo.	M. R. Moore	Mar. 25, 1886	do	17.50		17.50
Salter & Depot, S. C.	J. G. Leffrage	May 10, 1885	do	10.00		10.00
San Angelo, Cal.	L. C. Flores	May 18, 1886	do	15.00		15.00
Sarcosia, Mo.	D. McNally	Apr. 6, 1887	Burglary	224.05	140.00	224.05
Saugatuck, Mich.	Frank A. Winslow	July 24, 1886	do	90.33		96.33
Saug Rapids, Minn.	John A. A. Wood	Apr. 14, 1886	Storm	770.30	30.18	433.10
Schaghticoke, N. Y.	Peter Deming	Aug. 14, 1886	Burglary	169.95		169.95
do	do	Sept. 3, 1886	do	62.86		62.86
do	do	Nov. 26, 1886	Fire	12.95		12.05
Seaton, Pa.	Edgar A. Ray	Aug. 18, 1886	Burglary	24.00		24.00
Sevastopol, Iowa	Starkely King	Jan. 20, 1887	Fire	56.52		69.37
Shingletown, Cal.	G. Van Ginkel	Nov. 16, 1885	do	43.77		43.77
Shuccion, W. Va.	A. F. Smith	June 10, 1886	do	20.00		5.00
Shucloin, W. Va.	Eben E. Rexford	Jan. 8, 1887	do	8.00		4.56
Shroy, Ala.	W. A. Campbell	Sept. 29, 1886	do	All on hand		10.03
Shroy, Ind.	Jacob J. Ensh	Feb. 5, 1886	do	13.86		13.86

Location	Name	Date	In transit	Amount	Amount	Amount
Shreveport, La.	W. McKenna	Aug. 7, 1886	In transit	550.00	550.00	550.00
Do.	do	June 24, 1886	do	320.00	320.00	320.00
Shrewsbury, Mass.	James C. Soaps	Apr. 17, 1887	Burglary	11.60	11.60	11.60
Sibley, Kans.	Charles J. Nourse	May 12, 1887	do	181.84	181.84	181.84
Silver City, Iowa	J. C. Baker	June 14, 1886	do	10.06	10.06	10.06
Silver Creek, Neb.	J. C. Christy	Mar. 24, 1886	do	11.88	11.88	11.88
Silver Lake, Oregon	J. P. Riddle	Nov. 25, 1886	do	**144.03	**144.03	144.63
Silver Lake, Kans.	C. P. Marshall	Mar. 15, 1883	Fire	23.18	23.18	23.18
Sims' Store, Ky.	Richard S. Pool	Dec. 29, 1886	In transit	95.00	95.00	95.00
Sir John's Run, W. Va.	U. Mendenhall	July 5, 1886	Fire	10.66	10.66	10.66
South Atkinson, Me.	G. W. Morgan	Dec. 15, 1884	do	19.45	19.45	17.98
South Royaton, Va.	Freeman A. Tewksbury	Aug. 5, 1888	do	30.00	30.00	30.00
Spearsville, La.	H. H. Whitcomb	Aug. 30, 1886	do	20.65	20.65	16.56
Spencer, Wis.	R. W. Goyne	Aug. 13, 1886	do	**175.26	**175.26	48.61
Spookton, N. Y.	John Gardner	Aug. 9, 1886	do	15.00	15.00	15.00
Sulphur, Ky.	C. G. Warren	Nov. 2, 1883	do	**181.56	**181.56	49.04
Sulphur Springs, N. C.	I. H. Morris	Aug. 17, 1886	Burglary	16.36	16.36	16.36
Summer, Mo.	S. T. Usher	Feb. 11, 1886	do	52.46	52.46	52.46
Sycamore, W. Va.	A. C. Null	May 13, 1886	Burglary	26.54	26.54	26.54
Tecumseh, Kans.	David B. Brooks	Dec. 9, 1886	do	21.40	21.40	19.06
The Bend, Ohio	John M. Reed	Mar. 10, 1885	Fire	13.97	13.97	13.97
Three-Mile Bay, N. Y.	John Breno	Oct. 10, 1886	Burglary	11.45	11.45	9.25
Tilmanville, Ark.	C. W. McKinstry	Sept. 14, 1886	do	4.94	4.94	3.50
Tinney's Grove, Mo.	T. H. Freeman	Nov. 17, 1885	do	64.25	64.25	66.25
Tipton, Mo.	J. H. Taylor	Jan. 28, 1885	Fire	17.50	17.50	16.22
Towerville, Wis.	W. P. Tooley	Oct. 4, 1886	do	25.00	25.00	25.00
Troy, Tex.	G. W. Davis	Mar. 11, 1886	Burglary	77.10	77.10	20.99
Union City, N. C.	D. W. McGlasson	Jan. 22, 1887	Fire	15.00	15.00	13.43
Tulip, Ind.	William E. Mills	June 19, 1886	do	62.20	62.20	62.20
Twin Springs, Mo.	Noah E. Flory	Sept. 10, 1886	do	29.50	29.50	27.86
Udall, Kans.	George C. Twilley	Oct. 18, 1886	do	11.25	11.25	24.25
Union Springs, Ala.	Jacob Hammons	Dec. 30, 1886	do	Not known	Not known	11.25
Unionville, Mo.	E. H. Perry	Mar. 10, 1885	do	20.00	20.00	25.77
Valentino, Nebr.	James H. Hildebrand	Apr. 8, 1887	do	116.60	116.60	116.60
Do.	Joseph Tappich	Mar. 26, 1885	Burglary	15.95	15.95	8.00
Van Decar, Mich.	J. W. Satcher	Dec. 10, 1885	do	57.87	57.87	57.87
Do.	Alex. Elson	Jan. 18, 1887	Fire	169.45	169.45	111.24
Do.	G. A. Paxton	Aug. 6, 1886	Burglary	30.80	30.80	30.80
Do.	H. R. Bisbee	May 28, 1886	do	28.50	28.50	28.59
Do.	L. B. Van Decar	Dec. 30, 1886	do	95.63	95.63	88.85
Do.	do	July 12, 1886	Fire	88.85	88.85	88.85

* Also claimed \$94.89 for "postal funds."
 † Claim includes damaged stamps (\$126.65) credited by Third Assistant Postmaster-General.
 ‡ Claim includes damaged stamps (\$92.50) credited by Third Assistant Postmaster-General.
 § Claim for M. O. funds disallowed; funds improperly withheld from deposit.
 ¶ Remainder claimed improperly withheld from deposit. Also claimed \$50 for "postal funds."
 ** Stamps of the value of \$25.20 were recovered after filing the claim.
 * Remainder of money-order funds claimed was improperly withheld from deposit.
 † Claim includes damaged stamps (\$68.19) credited by Third Assistant Postmaster-General.
 ‡ This allowance is in addition to allowance of \$165.28 made March 24, 1886.
 § Allowed under act of June 22, 1886.
 ¶ Claim for M. O. funds disallowed; the money should have been previously deposited.
 ** Stamps of the value of \$25.20 were recovered after filing the claim.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., allowed from July 1, 1886, to June 30, 1887, etc.—Continued.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts allowed.		Amounts claimed.	
				Stamps, etc.	M. O. funds.	Stamps, etc.	M. O. funds.
Velasco, Tex.	A. Metcalf	Aug. 20, 1886	Flood	\$35.00		\$35.00	
Verdena, Va.	H. R. C. Gentry	Mar. 2, 1886	Fire	9.18		9.18	
Versailles, Mo.	James B. Spurlock	Oct. 23, 1886	do	Not known		42.41	
Viorthies, Ill.	Nelson Larson	July 9, 1886	do	15.70		23.01	
Wallace, Miss.	J. L. Lowe	Feb. 12, 1886	do	30.95		30.95	
Warrenton, Va.	William A. Pattle	Feb. 10, 1885	In transit	\$12.00		\$12.00	
Washington, Minn.	Frederick Miller	May 14, 1886	Burglary	56.12		56.12	
Washington, Tenn.	John T. Howard	Feb. 23, 1886	Burglary	45.00		45.00	
Washington Grove, Mo.	Don Alexander	Aug. 20, 1886	Burglary	191.64		191.64	
Wesson, Iowa	P. L. Thompson	July 18, 1885	Fire	11.01		6.60	
West, Md.	Painter D. West	June 13, 1885	do	215.60		215.60	
West Star, Ohio	J. W. Holbro	Nov. 28, 1886	do	16.23		16.23	
West Grove, Iowa	Gabriel C. Dague	Dec. 28, 1886	Burglary	52.15		43.30	
Westport, Oregon	J. W. Henry	Oct. 11, 1885	Fire	14.00		14.00	
West Salsawa, Mich.	John West	June 13, 1886	do	61.00		61.00	
West Sullivan, Mo.	Luke W. Cook	Dec. 25, 1886	do	69.33		69.33	
West Trenton, Mo.	George W. Pettingill	Dec. 20, 1886	do	10.00		10.00	
Weymouth, Ala.	W. K. Thompson	June 27, 1885	do	13.30		13.30	
Wheatville, N. Y.	L. F. Townsend	Dec. 20, 1886	Burglary	9.00		9.11	
Wheeling, Mo.	James W. Rand	Apr. 18, 1885	In transit	155.00		155.00	
White Hall, Ark.	H. J. Norton	May 1, 1887	Burglary	24.10		24.10	
Whitesburg, Ga.	Homar D. Wheeler	July 21, 1886	do	38.00		38.00	
Whittington, Ark.	Silas W. Haynes	Jan. 4, 1886	Fire	35.00		35.00	
Wilcox, Fla.	John Jones	May 2, 1886	Burglary	140.38		135.04	
Willow Grove, Del.	J. T. Davenport	Apr. 10, 1887	Fire	2.50		2.50	
Wilmington, N. Y.	John H. Whitson	Apr. 13, 1887	Burglary	26.76	52.00	26.76	52.00
Willow Grove, Del.	George D. Burgess	Nov. 17, 1886	do	5.80		5.80	
Windsor, Conn.	William H. Buford	Sept. 2, 1886	Fire	16.00		16.00	
Windsor, Conn.	M. Conway	Mar. 29, 1886	do	18.00		18.00	
Windsor, Conn.	Joseph Gardner	Apr. 28, 1886	do	3.13		3.13	
Windsor, Conn.	John C. Gooden	June 27, 1886	Burglary	16.63		10.00	
Windsor, Conn.	William Swift	Feb. 14, 1887	Fire	Not known		4.36	
Windsor, Conn.	Robert M. Hall	May 5, 1886	do	18.50		18.50	
Winnemago Valley, Minn.	E. Stevens	Nov. 8, 1886	Burglary	5.26		5.26	
Winter Park, Fla.	John K. Ergood	Nov. 8, 1886	Fire	22.09		21.06	
Wise, Mich.	John E. Freney	Feb. 11, 1887	Burglary	17.47		15.46	
Woodcliff, Ga.	Walter M. Parker	Feb. 4, 1886	Burglary	41.77		41.77	
Woodland, Ohio	E. E. Hazen	Dec. 31, 1885	do	30.68		30.68	
Woodland, Md.	Lewis B. Graves	Mar. 1, 1885	do	31.10		31.10	
		Apr. 21, 1887	do	35.00		35.00	
			do	60.00		60.00	

Worthington, Ohio.....	E. F. Sharp.....	July 6, 1886.....	Burglary.....	7.97.....	.....
Wright, Cal.....	Ediph S. Thompson.....	July 5, 1886.....	Fire.....	Not known.....	12.31.....
Wytheville, Va.....	W. F. Slater.....	Feb. 17, 1885.....	In transit.....	14.00.....	14.00.....
				31,031.964	29,604.34
					10,098.21

RECAPITULATION.

Number of claims allowed.....		471	
For money-order funds.		Claimed.	Allowed.
Lost by fire.....	\$75.96	30.18	30.18
Lost by storm.....	30.18	7,634.05	4,914.92
Lost by burglary.....	7,634.05	4,914.92	10,996.21
Lost in transit.....	4,914.92	12,615.11	10,996.21
Totals.....	12,615.11	10,996.21	
For postage-stamps, etc.		Claimed.	Allowed.
Lost by fire.....	\$9,021.264	21,821.22	20,741.83
Lost by burglary.....	21,821.22	102.18	154.83
Lost by flood.....	102.18	87.30	56.29
Lost by storm.....	87.30	31,031.964	29,604.34
Totals.....	31,031.964		
Aggregate amount claimed (exclusive of postal funds).....			\$43,677.073
Aggregate amount allowed.....			40,600.55

EXHIBIT B.—List of claims on account of loss by fire, burglary, etc. (act of March 17, 1882), disallowed, dismissed, or withdrawn from July 1, 1886, to June 30, 1887.

Post-office.	Postmasters.	Date of loss.	Causes of loss.	Amounts claimed.		Reasons for disallowance, dismissal, etc.
				Stamps, etc.	M. O. funds.	
Arlington, Ind.....	Alois Geyer.....	Feb. 9, 1886.....	Burglary.....	\$29.90.....	\$5.00.....	Disallowed; failure to exercise proper care.
Berlin, Mo.....	Samuel Levy.....	July 7, 1887.....	In transit.....	All on hand.....		Disallowed; not presented within the time prescribed by statute.
Big Springs, Miss.....	W. L. Bok.....	July 5, 1884.....	Fire.....			Disallowed; loss without fault or negligence not satisfactorily proved.
Canton, Tex.....	J. E. Hanes.....	Jan. 20, 1887.....	Burglary.....	47.11.....	267.41.....	Disallowed; loss resulted from negligence of assistant postmaster.
Centreville, N. Y.....	David A. Hanks.....	Aug. 1, 1886.....	do.....	10.80.....		Disallowed; loss resulted from negligence of claimant.
Chaplin, Iowa.....	George Schoffhan.....	Mar. 10, 1886.....	In transit.....		73.00.....	Disallowed; failure to comply with instructions governing remittances.
Charleston Four Corners, N. Y.....	H. S. Simmons.....	Feb. 15, 1886.....	Burglary.....	36.20.....		Disallowed; loss resulted from negligence of claimant.
Charlestown, Mich.....	William Peacock.....	May 3, 1886.....	Fire.....	75.70.....		Do. Do. Do.
Chester, Miss.....	F. M. White.....	Dec. 3, 1885.....	In transit.....		50.00.....	Dismissed; loss made good by the person through whose negligence it was lost.
Chickasaw, Iowa.....	John Hayden.....	Dec. 29, 1886.....	Burglary.....	Not known.....		Disallowed; loss not satisfactorily proved.
Clarrington, Ohio.....	Samuel Taebappat.....	Nov. 7, 1884.....	In transit.....		48.00.....	Disallowed; failure to comply with instructions governing remittances.
Clifton, Ariz.....	C. M. Clark.....	May 28, 1886.....	Burglary.....	41.85.....		Disallowed; loss resulted from larceny, to which the claimant's negligence contributed.
Coffman, Ind.....	Alfred Ross.....	July 22, 1886.....	do.....	45.53.....		Disallowed; loss resulted from negligence of claimant.
Copley, Ky.....	Ralph Miller.....	Nov. 12, 1886.....	Fire.....	10.60.....		Do. Do. Do.
Copperas Hill, Va.....	John G. Sargent.....	Nov. 4, 1886.....	do.....	6.00.....		Disallowed; claimant admits "carelessness."
Coraville, Iowa.....	H. P. Van Arsdale.....	July 23, 1886.....	Burglary.....	8.90.....		Disallowed; loss resulted from negligence of claimant.
Cornersville, Miss.....	T. L. Knuff.....	Nov. 12, 1873.....	Fire.....	Not known.....		Disallowed; loss not satisfactorily proved.
Covington, Tenn.....	W. M. Hall.....	May 15, 1886.....	In transit.....		119.00.....	Disallowed; loss not satisfactorily proved to have occurred in transit.
Do.....	do.....	Mar. 11, 1886.....	do.....		73.00.....	Do. Do. Do.
Crawfordsville, Iowa.....	John H. Walker.....	May 25, 1886.....	do.....		30.00.....	Disallowed; failure to comply with instructions governing remittances.
Davisville, W. Va.....	J. P. McCardell.....	Apr. 29, 1886.....	Burglary.....	2.21.....		Disallowed; loss resulted from larceny through negligence of claimant.
De Cliff, Ohio.....	Amos Clement.....	Mar. 3, 1887.....	do.....	16.00.....		Disallowed; loss resulted from negligence of claimant.
Derry Station, Pa.....	George M. Thomas.....	Feb. 8, 1887.....	Larceny.....	35.00.....		Disallowed; not within the provisions of the statute.
De Witt, Mo.....	Irvin P. Kendrick.....	Oct. 31, 1886.....	Burglary.....	.50.....		Disallowed; loss not satisfactorily proved.
Dickinson, Dak.....	George Auld.....	May 5, 1885.....	Fire.....	104.77.....		Disallowed; claim is for "postal funds," not within the province of the statute.
Eastport, Mo.....	George W. Norton.....	Oct. 14, 1886.....	do.....		249.00.....	Disallowed; loss not satisfactorily proved.
Easton, Pa.....	Irvin Wheelock.....	Feb. 23, 1887.....	Burglary.....	67.59.....		Disallowed; loss resulted from negligence of claimant.

Elizade, Kans	James R. Jeffrey	Aug. 14, 1886	In transit	All on hand	3.00	Dismissed; money recovered.
Esperdine, Mo.	J. E. Evans	Sept. 18, 1885	Fire	4.00	Disallowed; loss not satisfactorily proved.	
Fair Dealing, Mo.	Gug. H. Kite	Jan. 10, 1885	Burglary		Disallowed; loss resulted from negligence of claimant.	
Farmersville, Tex	L. B. Farish	Nov. 7, 1885	In transit		Disallowed; loss resulted from carelessness in inclosing funds for remittance.	
Fillmore, Iowa	M. J. Gordon	Sept. 28, 1886	Fire	7.10	Disallowed; loss not satisfactorily proved.	
Fl. Wash	C. H. Mann	Apr. 10, 1885	do	64.00	Disallowed; loss resulted from negligence of claimant.	
Flint Hill, Tex	W. W. Bailey	Oct. 27, 1878	do	6.00	Disallowed; no formal claim presented within time prescribed by statute.	
Fonda, Iowa	E. O. Donnell	Jan. 25, 1887	In transit		Disallowed; failure to comply with instructions governing remittance.	
Fort Bayard, N. Mex	B. W. Maginn	July 22, 1885	do	14.00	Do. Do.	
Fort Stanton, N. Mex	J. C. De Lony	Apr. 11, 1886	do	168.00	Do. Do.	
Franklin, La.	Abraham Davis	July 4, 1883	do	40.00	Abandoned; claimant acknowledges failure to remit as instructed.	
Do.	do	Oct. 23, 1883	do	27.00	Disallowed; loss resulted from negligence of claimant.	
Fryburgh, Ohio	J. P. Brockert	Mar. 31, 1886	Burglary	32.20	Do. Do.	
Fulton, Wis.	H. W. Lee	Jan. 25, 1887	do	15.13	Disallowed; loss made good by person through whose carelessness it was lost.	
Geneva, Ala	Edgar M. Green	July 7, 1886	In transit		Disallowed; proof of remittance unsatisfactory.	
Georgetown, Cal.	B. F. Shepherd	Jan. 12, 1886	do	250.00	Disallowed; claim is for postal funds (\$16.63); not within the provisions of the statute.	
Goleta, Cal	George D. Tilford	Oct. 23, 1886	Burglary	5.00	Disallowed; not filed within the time prescribed by statute.	
Graham, Ala	G. W. Coogler	Apr. 15, 1882	do		Also claimed \$3 for "postal funds."	
Grand View, Tex	T. P. Torian	Dec. 3, 1886	In transit		Dismissed; loss made good by person through whose carelessness it was lost.	
Great Falls, N. H.	William F. Harmon	Dec. 15, 1886	Burglary	14.00	Disallowed; loss resulted from negligence of claimant, and not from burglary.	
Hamburg, Iowa	George Wise	June 28, 1886	do	2.11	Disallowed; loss resulted from negligence of claimant, and not from burglary.	
Hamilton, Mich.	William W. Howlett	Sept. 10, 1886	do	436.00	Disallowed; claim for postal funds (\$39.99); not within the provisions of the statute.	
Harperville, Miss	W. R. Goodwin	Mar. 20, 1886	do		Disallowed; loss resulted from negligence of claimant.	
Henderson, Ky	R. E. Cook	May 20, 1886	do	9.00	Do. Do.	
Herrford, N. C.	E. J. Lindsay	Nov. 16, 1876	do	19.46	Dismissed; there appears to have been no formal claim, and loss resulted from negligence of postmaster.	
Humboldt, Kans.	J. W. Patterson	Sept. 21, 1871	do	306.64	Disallowed; no adequate proof of loss within the terms of the statute.	
Independence, Va	J. M. Boyer	Dec. 16, 1885	In transit	235.00	Disallowed; failure to comply with instructions governing remittance.	
Independence, Mo.	William Groesbeck	July 1, 1886	Burglary	6.69	Disallowed; loss resulted from negligence of claimant.	
Inyan Kara, Wyo	Goarham T. Seabury	Oct. 14, 1886	Fire	20.68	Disallowed; not presented within the time prescribed by statute.	
Jacksborough, Tex	H. H. McConnell	Sept. 6, 1883	In transit		Disallowed; failure to comply with instructions governing remittance.	
Jasmine, Mo	J. K. P. Morelock	Jan. 11, 1886	Fire	Not known.	Disallowed; no satisfactory evidence of loss.	
Jasper, Ala.	John B. Lollar	June 4, 1885	In transit		Disallowed; not filed within the time prescribed by statute.	
Do	do	June 22, 1885	do	151.60	Do. Do.	
Jeanerette, La.	George H. Ring	Dec. 25, 1885	do	83.00	Do. Do.	
Josina, Tex	D. D. McMillan	Jan. 1, 1884	Fire	20.00	Disallowed; no satisfactory proof of loss.	
Kearsville, Ark.	M. K. Key	Jan. 1, 1884	do	47.04	Do. Do.	
Knox's, Va	John J. Carter	Jan. 27, 1886	do	13.83	Do. Do.	
				All on hand.	Do. Do.	

EXHIBIT B.—List of claims on account of loss by fire, burglary, etc. (act of March 17, 1882), disallowed, dismissed, or withdrawn, etc.—Continued.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Reasons for disallowance, dismissal, etc.
				Stamps, etc.	M. O. funds.	
Knox's Mills, S. C.	J. E. Carvin	Jan. 6, 1887	Fire	\$4.30	.....	Disallowed; no satisfactory proof of loss.
Koto, Dak.	Julius M. J. Bergoff.	Aug. 19, 1884	Storm	Not known.	.....	Disallowed; no loss other than from damaged stamps credited by Third Assistant Postmaster-General.
Krumroy, Ohio	Henry L. Wagoner	Oct. 4, 1886	Burglary	25.86	.....	Disallowed; loss resulted from negligence of claimant.
Laurel, Cal.	William Critchton	Jan. 2, 1887	do	33.31	.....	Do.
Livingston, Ala.	Mary F. Hill	June 27, 1885	In transit	.....	\$165.00	Disallowed; failure to comply with instructions governing remittances.
Lincoln, N. Mex.	James J. Dolan	Apr. 11, 1886	do	.....	10.00	Do.
Louisville, Miss.	M. A. Metz	Oct. 4, 1886	do	.....	85.00	Disallowed; loss resulted from negligence of claimant.
Lomberton, Mich.	Henry Dalley	Oct. 21, 1886	Burglary	.....	40.62	Do.
Mason, Mass.	T. J. Stokes	Feb. 11, 1886	In transit	.....	45.00	Disallowed; failure to comply with instructions governing remittances.
Margard, Ky.	David W. Webb	July 20, 1886	Burglary	Not known.	.....	Dismissed; all stamps recovered.
Mapleton, N. Y.	L. T. Starrevant	Mar. 23, 1887	do	13.74	.....	Disallowed; loss resulted from negligence of claimant; also claimed \$19.04 for "postal funds."
Mayfield-Rock, Iowa	Charles E. Wool	Sept. 28, 1886	In transit	.....	3.00	Dismissed; loss made good by person through whose negligence it was lost.
Matamoras, Ark.	B. B. Nunnally	Feb. 9, 1886	Burglary	.....	109.98	Disallowed; loss apparently resulted from fault of assistant postmaster; also claimed \$2.88 for "postal funds."
Marion, Ky.	R. C. Walker	Apr. 16, 1887	In transit	.....	50.00	Disallowed; failure to comply with instructions governing remittances.
Marksville, La.	H. Depay	Mar. 6, 1885	do	.....	60.00	Do.
Massick, Ind.	John B. Clawson	July 13, 1886	Burglary	.....	24.00	Disallowed; loss resulted from negligence of claimant.
Millard, Mo.	J. M. Hecker	Aug. 17, 1886	In transit	.....	82.00	Disallowed; failure to comply with instructions governing remittances.
Millford, Tex.	C. L. Wilson	Apr. 27, 1886	do	.....	50.00	Do.
Midvale, Ky.	George Mason	Nov. 5, 1886	Burglary	15.75	.....	Disallowed; loss resulted from negligence of claimant.
Millersville, Ill.	A. W. Baldrige	Oct. 2, 1886	do	8.30	.....	Do.
Minster, Ohio	Anton Friederichs	Dec. 4, 1884	In transit	.....	69.00	Dismissed; loss made good by the person through whose fault it occurred.
Mobile, Ala.	Leslie E. Brooks	Jan. 6, 1885	do	.....	100.00	Disallowed; loss did not result from either of the causes specified in the statute.
Monon, Ind.	John M. Winkley	Nov. 5, 1886	do	.....	46.00	Disallowed; failure to comply with instructions governing remittances.
Moody's Bluff, La.	R. S. Ashcroft	Mar. 28, 1886	do	33.95	.....	Disallowed; loss resulted from negligence of assistant postmaster.
Motes, Ala.	H. B. Lano	Nov. 25, 1885	do	.....	10.00	Disallowed; no satisfactory proof of loss.
New Boston, Tex.	John W. Weaver	Aug. 10, 1885	In transit	.....	156.00	Disallowed; failure to comply with instructions governing remittances.
do	do	Oct. 26, 1885	do	.....	530.00	Do.

New Florence, Pa	J. P. Davis	Dec. 31, 1886	do	All on hand	56.00	Do.	Disallowed; no satisfactory proof of loss.	Do.
New Moon, Ala.	James T. Stark	July 25, 1885	Fire	17.00	23.05	Do.	Do.	Do.
Do.	do	Feb. 9, 1886	Burglary			Do.	Do.	Do.
Newport, Tenn.	George P. Mims	Oct. 11, 1886	Theft	5.00	24.65	Do.	Disallowed; not within the provisions of the statute.	Do.
North Bloomfield, Ohio	George Little	May 21, 1886	Burglary	5.00	10.90	Do.	Disallowed; loss resulted from negligence of claimant.	Do.
North Judson, Ind.	Lewis C. Foust	Apr. 30, 1886	do	10.90	12.89	Do.	Do.	Do.
Odor, Ohio	Joseph B. Odor	Oct. 23, 1886	do	12.89	85.00	Do.	Do.	Do.
Otisco, Ind.	Adora Badger	Nov. 23, 1886	do	85.00		Do.	Disallowed; not filed within the time prescribed by the statute.	Do.
Oxford, Ohio	D. P. Beaton	Jan. 23, 1877	do			Do.	Disallowed; not filed within the time prescribed by the statute.	Do.
Oxford, Miss.	Miss Lee H. Randle	Nov. 15, 1883	In transit		130.00	Do.	Disallowed; failure to comply with instructions governing remittances.	Do.
Pekinonville, Pa.	Oliver H. Ebbenman	Sept. 28, 1886	Burglary	25.90	40.00	Do.	Disallowed; loss resulted from negligence of claimant.	Do.
Perryville, Ark.	James P. Cowen	Jan. 1, 1886	In transit			Do.	Disallowed; failure to comply with instructions governing remittances.	Do.
Pine View, Cal.	Mrs. E. M. Richardson	Sept. 29, 1886	Burglary	22.69		Do.	Disallowed; loss resulted from negligence of claimant; also claimed \$30 for "postal funds."	Do.
Pinkney, S. C.	Smith Wood	Jan. 9, 1887	Fire	2.50		Do.	Disallowed; no proof of loss; claim not filed within the time prescribed by statute.	Do.
Point Clear, Ala.	Harry S. D. Marshall	July 30, 1886	Burglary	191.56		Do.	Disallowed; no proof of loss; the claimant was negligent.	Do.
Folk, Mo.	J. M. Zumwalt	Oct. 7, 1886	do	32.80		Do.	Disallowed; no satisfactory proof of loss.	Do.
Portage, Pa.	Peter McGough	Oct. 7, 1886	do	43.00		Do.	Disallowed; loss resulted from negligence of claimant.	Do.
Post Eoy, Ohio	Lucinda Booth	Mar. 25, 1884	Fire	10.50	160.00	Do.	Disallowed; no satisfactory proof of loss.	Do.
Quintment, W. Va.	T. S. Maloney	Sept. 17, 1884	In transit		5.00	Do.	Disallowed; no proof filed.	Do.
Runkel's Mills, Wis.	A. Atkins	May 24, 1886	Fire			Do.	Disallowed; not filed within the time prescribed by statute.	Do.
Rural Retreat, Va.	E. H. Sanders	Nov. 24, 1886	In transit		56.00	Do.	Disallowed; failure to comply with instructions governing remittances.	Do.
Rush Centre, Kans.	C. Miller	Jan. 7, 1876	Burglary	33.00		Do.	Disallowed; not filed within the time prescribed by statute.	Do.
San Geronimo, Cal.	George C. Egan	Oct. 17, 1886	do	17.42		Do.	Disallowed; loss resulted from negligence of claimant.	Do.
Saint James, La.	A. J. Billon	Oct. 8, 1886	Fire	31.93	20.00	Do.	Disallowed; no proof of loss.	Do.
Seneca, Mo.	George D. Morrow	Dec. 6, 1886	In transit			Do.	Disallowed; failure to comply with instructions governing remittances.	Do.
Sedwick, Kans.	John Wright	July 27, 1888	do	22.70	60.00	Do.	Disallowed; loss resulted from negligence of claimant.	Do.
Sherman, Ky.	John T. Price	Mar. 24, 1886	Burglary	68.66		Do.	Do.	Do.
Shiloh, La.	Joseph W. Heard	Mar. 25, 1885	do	68.66		Do.	Do.	Do.
Short Tract, N. Y.	James Douglass	May 5, 1887	do	53.00		Do.	Do.	Do.
Siloam Springs, Ark.	John J. Pevee	Feb. 16, 1885	In transit		108.00	Do.	Disallowed; failure to comply with instructions governing remittances.	Do.
Silver Hill, W. Va.	D. A. Minor	Mar. 29, 1885	Fire	52.07		Do.	Disallowed; not filed within the time prescribed by statute.	Do.
Spangle, Wash.	C. S. Irby	Nov. 30, 1887	In transit		46.00	Do.	Disallowed; negligence in manner of making remittance.	Do.
Stambridge, N. Y.	Brazil Kent	July 23, 1886	Burglary	9.95		Do.	Disallowed; loss resulted from negligence of claimant.	Do.
Stratonsville, Pa.	J. P. Jones	Apr. 30, 1886	do	64.55		Do.	Do.	Do.
Sullivan, Mo.	B. P. Towland	June 19, 1886	do	2.23		Do.	Do.	Do.
Thorp a Spring, Tex.	Alonzo L. D'Spina	Jan. 15, 1887	do	5.25		Do.	Do.	Do.
Tomastown, Ariz.	Charles S. Clark	Nov. 7, 1885	In transit		50.00	Do.	Disallowed; failure to comply with instructions governing remittances.	Do.
Tower, Minn.	John Anderson	Dec. 29, 1886	do		29.00	Do.	Disallowed; failure to exercise proper care in remitting.	Do.
Turpike, N. C.	J. C. Snathers	Mar. 25, 1886	Fire	44.90		Do.	Disallowed; credit of \$29.15 for damaged stamps is believed to cover entire loss.	Do.
Urbana, Ind.	Charles P. Miller	Sept. 9, 1886	Burglary	26.30		Do.	Disallowed; loss resulted from negligence of claimant.	Do.
Yemassee, Ky.	George W. Foster	Dec. 29, 1885	Fire	20.00		Do.	Disallowed; loss resulted from fault of the claimant.	Do.

EXHIBIT B.—List of claims on account of loss by fire, burglary, etc. (act of March 17, 1883), disallowed, dismissed, or withdrawn, etc.—Continued.

Post-offices.	Postmasters.	Date of loss.	Cause of loss.	Amounts claimed.		Reasons for disallowance, dismissals, etc.
				Stamps, etc.	M. O. funds.	
Vulture, Ariz.	Isaac H. Levy	June 28, 1886	Fire	\$98.14		Disallowed, not filed within the time prescribed by statute. Disallowed; loss resulted from negligence of claimant. Disallowed; no proof of loss. Do. Do.
West Hallowell, Me.	Theo. F. Hummel	Nov. 5, 1886	Burglary	15.00		
Woodbine, Md.	A. Owings	Nov. 25, 1878	do	22.50		
Woodyards, Ohio	E. Reeves	Sept. 23, 1886	Fire	80.00		
Totals				2,387.65	\$5,448.36	

RECAPITULATION.

Number of claims wholly disallowed	136
Amounts claimed and wholly disallowed:	
For money-order funds:	
Lost by fire	\$249.00
Lost by burglary	1,804.31
Lost in transit	3,872.00
Lost by larceny	23.05
	\$5,448.36
Postage-stamps, etc.:	
Lost by fire	\$702.01
Lost by burglary	1,650.64
Lost by larceny	85.00
Postal funds (not within the provisions of the statute)	2,887.65
Total wholly disallowed	8,137.84
Reasons for disallowance:	
Because of failure to exercise proper care	51
Because not presented within the time prescribed by statute	13
Because not within the provisions of the statute	8
Because the evidence as to the fact or amount of loss was unsatisfactory	28
Because of failure to comply with instructions in remitting	27
Withdrawn or dismissed	9
Total	136

REPORT
OF THE
CHIEF POST-OFFICE INSPECTOR
FOR
1887.

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REPORT

OF THE

CHIEF POST-OFFICE INSPECTOR.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF POST-OFFICE INSPECTOR,
Washington, D. C., August 25, 1887.

SIR: I have the honor to submit the following report of the work of this Bureau for the year ending June 30, 1887.

As is customary, the first table submitted is an exhibit of the criminal branch of the service, and clearly shows the number of persons arrested, their positions in the postal service, when connected with it, nature of the offense committed, and disposition of the complaint, so far as the same has been disposed of. This table is marked Exhibit A.

EXHIBIT A.—Statement showing number, classification, and disposition of arrests made by post-office inspectors and others during the fiscal year ended June 30, 1887.

CLASS OF OFFENDERS SUBJECT TO JURISDICTION OF UNITED STATES COURTS.

State or Territory where arrested.	Postmasters.	Assistant postmasters.	Clerks in post-offices.	Railway post-office clerks.	Letter carriers.	Mail carriers.	Other employes.	Burglars.	Special-delivery passengers.	All others for various offenses.	Total.
Alabama	7					2		2		3	14
Arizona										3	3
Arkansas	4	1				1		3		7	16
California		1	1		1			1	1	5	10
Colorado	1	1						1		9	12
Connecticut	2		1		2					5	10
Dakota	1					1				2	4
Delaware	1										1
District of Columbia			1		1		1				3
Florida		2						3		4	9
Georgia	14	2	2	1		2		1		9	31
Idaho	1									1	2
Illinois	11	1	3	1	1	1	2	1		42	63
Indiana	2	1	1	2				3		22	31
Indian Territory						1					1
Iowa		1		1			1	14		12	29
Kansas	1		1							9	11
Kentucky	5	1				1		3		9	19
Louisiana	2						1	1		7	11
Maine								1		6	7
Maryland			1							3	4
Massachusetts	1		1		2		1	2		19	26
Michigan	2	2		1	2					5	13
Minnesota								1		1	2
Mississippi	2	2				3		4		6	17
Missouri	6	1			2	2		5		28	44
Montana										1	1
Nebraska		1						2		13	16
Nevada								2			2
New Hampshire	1										1
New Jersey			1					4		6	11
New Mexico	1							1		1	3
New York	1		7	3	7			7		20	45
North Carolina	1	1				2	1	4		6	15
Ohio	6	1	1		3	4				25	37
Oregon		2				1				3	6
Pennsylvania	1	1	2					1		43	48
Rhode Island	1										1
South Carolina	6	1				1				12	21
Tennessee			1			2	1	2	3	2	11
Texas	2	1		1	2	1		15		40	62
Utah	1									3	4

EXHIBIT A.—Statement showing number, classification, and disposition of arrests, etc.—Continued.

SUBJECT TO JURISDICTION OF UNITED STATES COURTS, ETC.—Continued.

State or Territory where arrested.	Postmasters.	Assistant postmasters.	Clerks in post-offices.	Railway post-office clerks.	Letter carriers.	Mail carriers.	Other employées.	Burglars.	Special-delivery messengers.	All others for various offenses.	Total.
Vermont.....										1	1
Virginia.....	5	3		1		1		1		6	16
Washington Ter.....										3	3
West Virginia.....										1	1
Wisconsin.....	3							5		6	14
Wyoming.....											
Total.....	94	24	24	11	23	23	8	94	4	408	718

DISPOSITION OF CASES SUBJECT TO JURISDICTION OF UNITED STATES COURTS.

States and Territories.	Discharged on preliminary examination.	Tried and acquitted.	Proceedings dismissed.	Escaped.	Forfeited bail.	Died awaiting trial.	Discharged by United States grand jury.	Convicted.	Awaiting trial.	Sentence suspended.	Total.
Alabama.....	1							1	12		14
Arizona.....									3		3
Arkansas.....	2			2				2	10		16
California.....									9	1	10
Colorado.....	1	1						8	8		12
Connecticut.....			1				1	5	3		10
Dakota.....								1	3		4
Delaware.....									1		1
District of Columbia.....								1	2		3
Florida.....	1	1		1				2	4		9
Georgia.....	5	2		1				5	17	1	31
Idaho.....								1	1		2
Illinois.....	1							21	40	1	63
Indiana.....	5							6	20		31
Indian Territory.....	1										1
Iowa.....	4	2		2				5	16		29
Kansas.....								1	9		11
Kentucky.....	5	2	1	1			1	1	9		19
Louisiana.....			5						6		11
Maine.....									6		7
Maryland.....								1	1		4
Massachusetts.....	1				1			3	1		6
Michigan.....	1						4	5	15		26
Minnesota.....								1	11		12
Mississippi.....	1						1	1	1		4
Missouri.....	2	1						10	29	1	44
Montana.....						1			1		2
Nebraska.....			1					4	11		16
Nevada.....									2		2
New Hampshire.....									1		1
New Jersey.....									9	1	11
New Mexico.....	1						1		3		5
New York.....	1		1					2	12	1	16
North Carolina.....	1							9	21		31
Ohio.....	1	3						1	5		10
Oregon.....	2					3		8	33		46
Pennsylvania.....	5	2						1	8		16
Rhode Island.....									33		33
South Carolina.....	2	2							1		5
Tennessee.....			1					6	10	1	17
Texas.....	4	1						2	8		15
Utah.....								5	52		57
Vermont.....							1	1	2		4
Virginia.....				1							1
Washington Ter.....	1	1		1				4	9		16
West Virginia.....									2		2
Wisconsin.....	1							3	3		7
Wyoming.....									10		10
Total.....	50	23	6	9	1	1	12	123	482	7	718

Statement showing number, classification, and disposition of arrests, etc.—Continued.

SUBJECT TO JURISDICTION OF STATE COURTS.

State or Territory where arrested.	Offenders.			Disposition of cases.				Grand total in each State.
	Burglars.	All other offend-ers.	Total.	Convicted.	Acquitted.	Awaiting trial.	Turned over to employer.		Total.
Alabama								14
Arizona								3
Arkansas								16
California	3	2	5	3		2		15
Colorado								12
Connecticut	1		1	1				11
Dakota								4
Delaware								1
District of Columbia								8
Florida								9
Georgia								31
Idaho								2
Illinois		2	2	1		1		65
Indiana								81
Indian Territory								1
Iowa								29
Kansas								11
Kentucky	1		1			1		20
Louisiana								11
Maine								7
Maryland	6		6	6				10
Massachusetts	2	1	3			2	1	29
Michigan								13
Minnesota								2
Mississippi								17
Missouri	1		1			1		45
Montana								1
Nebraska	2		2			2		18
Nevada	1		1			1		3
New Hampshire								1
New Jersey	2		2			2		13
New Mexico	2		2	2				5
New York	1	8	9			6	3	64
North Carolina								15
Ohio								37
Oregon	1	1	2			1		8
Pennsylvania	5	3	8	3	1	2	2	56
Rhode Island								1
South Carolina								21
Tennessee		1	1			1		12
Texas	4	3	7	2	1	4		69
Utah								4
Vermont	1		1			1		2
Virginia	5		5	3		2		21
Washington Ter								2
West Virginia		1	1			1		4
Wisconsin								14
Wyoming								
Total	38	22	60	21	3	30	6	773

As shown by Exhibit A, 773 arrests for various offenses against the postal laws, using the mails to further fraudulent schemes, sending obscene matter or lottery circulars by mail, and other causes, were made or caused to be made by post-office inspectors. This is a slight increase in the total number over last year. There is a notable increase in the number of postmasters arrested—48 more this than last year. The increase is principally accounted for by prosecutions under section 118, Postal Laws and Regulations, fraudulent returns of the number of stamps canceled by fourth-class postmasters, and the general inspection of fourth-class post-offices by inspectors, using Form (573 A). In all other classes of employes the number arrested this year is smaller than last, though the total number of persons employed in the service has largely increased. Of the persons arrested, 211 were postal employes and 562 were not connected with the service. The postal employes are classified as follows: Postmasters, 94; assistant postmasters, 24; clerks in post-offices, 24; railway postal clerks, 11; letter carriers, 23; mail carriers, 23; special-delivery messengers, 4; other employes, 8; total, 211. Burglars, 132; all others arrested, 430; total outside of the postal service, 562. The increased number over last year of those arrested for burglary is 53. This increase is attributed to the greater and more prompt attention given to this class of crime by the inspectors than heretofore. It has been the aim of this office to cause the arrest of post-office robbers, and no labor or reasonable expense has been spared in the efforts of the inspectors to prevent this crime by securing the arrest and conviction of this class of offenders. Seven hundred and thirteen causes were subject to the jurisdiction of the courts of the United States, and 60 to State courts. In United States courts 50 persons arrested were discharged on preliminary examination, proceedings dismissed in 5 cases, grand juries failed to indict in 12 cases, making 67 cases in which the courts or grand juries failed to sustain the action of inspectors or sufficient evidence was not found to sustain a prosecution. United States attorneys are consulted before arrests are caused. Twenty-three offenders were tried and acquitted; in 9 cases the parties arrested escaped; forfeited bail, 1; died awaiting trial, 1; convicted, 123; awaiting trial, 482. This large number of cases pending is caused by delays in United States courts, principally for want of funds to run the courts and pay United States witnesses. Sentence of the court was suspended in 7 cases. Of the 60 cases brought before State courts, 21 persons were convicted, 3 acquitted, 3 awaiting trial, 6 were turned over to their employers, being messengers or office boys in private employ.

In addition to the arrests caused by inspectors, as shown in Exhibit A, they performed much other labor of a corrective and reformative nature. In the performance of their various duties they have recommended, giving the reasons therefor, the removal of 509 postal employes. Of this number 435 were postmasters, principally fourth-class, though some were of a higher grade. I am informed that these recommendations were generally acted upon favorably, and in the vast majority of cases the judgment of the inspector is considered by the First Assistant Postmaster-General sound and for the good of the service. The discontinuance of 45 post-offices was recommended, besides which many other suggestions for the improvement of the service were made and acted upon, notably those for the abolition and change of star routes, the discontinuance of mail-messenger service, the curtailment in cost of star-route and steam-boat service, and many other subjects pertaining to the service under the jurisdiction of the Third Assistant Postmaster-General

and the Superintendent of the Money-Order System, respectively. The recommendations for removal referred to are classified in the following table, marked Exhibit B:

EXHIBIT B.—Table showing the number of recommendations made by post-office inspectors for the removal of postmasters and other employes from the postal service for violations of the postal laws and regulations, and other causes; also the number of recommendations made for the discontinuance of post-offices during the fiscal year ended June 30, 1887.

Month when made.	Postmasters.	Assistant postmasters.	Railway postal clerks.	Letter carriers.	Special delivery messengers.	Mail carriers.	Clerks in post-offices.	Discontinuance of post-offices.	Total per month.
July, 1886	27	1							28
August, 1886	35	2					1		38
September, 1886	36	4		1					41
October, 1886	25	1	1	5	1			1	34
November, 1886	44	3	3				1	4	55
December, 1886	41	1	4	2		1		1	50
January, 1887	41	1	3	2		1		1	49
February, 1887	26	1	2	4					33
March, 1887	27	1	3	3					34
April, 1887	51		4	1			1	11	68
May, 1887	45	2	1	4		1	1	11	65
June, 1887	37	2	3	1		1		15	59
Total	435	19	24	23	1	4	3	45	554

We will next take up the statistics prepared in this office as to the domestic registered mail, and to convey a correct understanding of the depredations, accidents, and losses in this important branch of the service during this fiscal year, it is necessary to refer to the results ascertained as to last year, and also show the result in the 993 cases remaining in the hands of inspectors June 30, 1886. By reference to the Postmaster-General's report for 1886, page 127, it will be shown that 4,281 complaints of losses, delays, etc., in the domestic registered mail were received at this office during the fiscal year ending June 30, 1886. Of this number 3,207 cases were investigated and the cause of loss or detention explained, leaving 993 cases in the hands of inspectors for examination. Of the 3,207 cases investigated, actual loss to remitters or receivers was shown to have occurred in 708 letters or packets.

By reference to Exhibit C of this report, it is shown that of these 993 cases actual loss resulted in 334 cases. Adding this number to the 708 cases above referred to, we find that the actual loss for the fiscal year 1886 was 1,042 letters or packets. During the fiscal year 1886, 11,102,607 pieces of domestic registered matter were handled, showing a loss of one piece out of every 10,655 pieces handled for the year.

Last year was the first in the history of this office in which actual results are shown. Heretofore its records are incomplete and the information furnished to the public largely conjectural. No accurate statement of losses could be made for the reason that but little over half of the complaints originating in each year were investigated during the year. The actual result would be obtained on about one-half the complaints, then the result in the balance estimated, based on that result. This manner of arriving at a conclusion on the whole number is manifestly erroneous. It is well known that the "no loss" cases are easily and quickly reported on, being generally finished by correspondence from the office of division inspectors. Cases closed under this head constitute nearly one-half of the whole number each year. It is also

well known that the more difficult cases were left over and the cases in which the result was known—depredation cases—were largely in the hands of United States district attorneys and inspectors, at the end of each fiscal year, for use in criminal prosecutions pending in the United States courts against mail depredators. In addition this statement is clearly proven by the result shown in Exhibit C. The actual loss in the 993 cases left over from last year was 334, or practically one-third the whole number. The following table is marked Exhibit C :

EXHIBIT C.—*Number and disposition of "A" cases, referred in previous years, and investigated during the fiscal year ended June 30, 1887.*

States or Territories.	O. K.	Closed. No loss. The cause of complaint being—					No inclosure.	Not rifled.	Not rifled in Post Office Department.	Not registered and not mailed.
		Improper address.	Unavoidable delay.	Carelessness of employes.	Improper dispatch.	Other causes.				
Alabama	5			5				2	1	
Alaska	1									
Arizona	1		1					1	1	
Arkansas	9			1		3	13			
California	9						1			
Colorado	1				1					
Connecticut	11	1			1		1	1		
Dakota	3				1				1	
Delaware										
District of Columbia	16		1		1					
Florida	4						4	1		
Georgia	7			1			1			1
Idaho	3					1				
Illinois	12					1	3			
Indiana	3						3			
Indian Territory	2					2	2			
Iowa	5					1	7			
Kansas	16			2		3	10			
Kentucky	5					1	1			
Louisiana	10			1	2		3			
Maine	1	1		1						
Maryland	2									
Massachusetts							2			
Michigan	3						3			
Minnesota	2		1				3	2		
Mississippi	5			1		3	2			1
Missouri	15	1		2	1		8	1		
Montana	1				1					
Nebraska	2			1			1	1		
Nevada	2									
New Hampshire	1									
New Jersey	1									
New Mexico	2						1			
New York	20			2		2	6			
North Carolina	4			1	1		2			1
Ohio	6						5	2		1
Oregon	2		1				2			
Pennsylvania	4						1	2		
Rhode Island										
South Carolina	2						1			
Tennessee	5				1	1	3		1	
Texas	8			1	2	1	4	1		
Utah	2						2			
Vermont							1			
Virginia	5						2			
Washington Ter.	2					1	4			
West Virginia							3			
Wisconsin	1						3		1	
Wyoming	2				1		1			
Totals	293	3	4	19	12	4	21	112	21	4

EXHIBIT C.—Number and disposition of "A" cases, referred in previous years and investigated during the fiscal year ended June 30, 1887—Continued.

States or Territories.	Loss resulting from—				Chargeable to the deprecations of—					
	Wrecking of postal cars.	Burning of post-offices.	Estimated amount lost.	Amount recovered.	Postmasters.	Assistant postmasters.	Clerks in post-offices.	Mail carriers, messengers, etc.	Estimated amount lost.	Amount recovered.
Alabama							1		\$39.00	\$39.00
Alaska		7	\$75.50							
Arizona										
Arkansas	1				2	1			101.25	15.00
California		1	5.00						5.00	
Colorado					1				62.00	
Connecticut							2		5.00	
Dakota							1	1	4.14	
Delaware										
District of Columbia										
Florida					1				21.75	
Georgia					18				93.25	
Idaho								4	235.00	
Illinois						1			10.00	10.00
Indiana					1		1		220.00	10.00
Indian Territory										
Iowa							1		20.00	20.00
Kansas					3		2	2	47.00	45.00
Kentucky							2		104.98	
Louisiana										
Maine										
Maryland							1		1.00	1.00
Massachusetts	1		5.25							
Michigan		4	5.00					1	5.00	5.00
Minnesota										
Mississippi	1	1	3.50	\$3.50	1	1	1		16.50	8.50
Missouri					4	1	2		95.10	12.10
Montana										
Nebraska										
Nevada										
New Hampshire										
New Jersey							1		20.00	20.00
New Mexico					13			7	1,473.16	
New York							6		176.00	170.00
North Carolina					1			1	19.00	
Ohio						1	6		427.00	
Oregon										
Pennsylvania					1	3			220.00	220.00
Rhode Island										
South Carolina	1					1	4		87.20	2.75
Tennessee						1	1	4	85.00	75.00
Texas					4		5	4	532.80	151.80
Utah										
Vermont										
Virginia	1		15.00			2	6	2	359.33	14.00
Washington Ter.								1	10.00	
West Virginia								10	97.70	
Wisconsin					1				16.00	16.00
Wyoming										
Totals	5	13	108.25	3.50	51	12	46	38	4,348.16	835.15

EXHIBIT C.—Number and disposition of "A" cases, referred in previous years and investigated during the fiscal year ended June 30, 1887—Continued.

States or Territories.	Chargeable to the deprivations of—			Lost by postal employes from other causes than theft.			
	R. P. O. clerks.	Estimated amount lost.	Amount recovered.	Accidental.	Carelessness, etc.	Estimated amount lost.	Amount recovered.
Alabama					3	\$159.15	\$5.00
Alaska							
Arizona					3	22.00	22.00
Arkansas	1	\$120.00			2	15.00	15.00
California	1	10.00			3	45.00	45.00
Colorado					2	10.50	1.00
Connecticut							
Dakota					9	77.36	77.36
Delaware					1		
District of Columbia							
Florida				1	2	168.75	168.75
Georgia				1	4	39.00	39.00
Idaho							
Illinois	1	10.00		1	6	80.05	80.05
Indiana	2	200.00		2	14	293.33	103.33
Indian Territory					1	25.50	25.50
Iowa					5	34.35	32.40
Kansas	1	10.00		1	18	427.34	272.34
Kentucky					7	291.50	272.50
Louisiana	1	60.00		1	4	16.00	10.00
Maine							
Maryland							
Massachusetts					2	3.00	3.00
Michigan					2	22.20	22.20
Minnesota					1	5.00	5.00
Mississippi	3	33.00	\$4.00		13	193.62	148.62
Missouri				1	6	110.40	97.40
Montana				1	3	180.00	180.00
Nebraska					3	24.00	15.00
Nevada							
New Hampshire							
New Jersey							
New Mexico						50.00	
New York				1	4	68.00	48.00
North Carolina					4	16.50	16.50
Ohio	2	178.00	100.00		6	194.50	98.00
Oregon	1	9.00			1	150.00	
Pennsylvania					3	91.15	58.15
Rhode Island							
South Carolina							
Tennessee	1	12.00		1	8	144.16	127.16
Texas	4	60.00	40.00		11	469.01	298.01
Utah					1	20.00	20.00
Vermont					1	25.00	25.00
Virginia							
Washington Ter	1	4.88	4.88		9	113.00	113.00
West Virginia					1	1.75	1.75
Wisconsin							
Wyoming					13	105.75	78.00
Totals	21	708.28	208.88	18	180	3,691.47	2,433.02

EXHIBIT C.—Number and disposition of "A" cases referred in previous years and investigated during the fiscal year ended June 30, 1887—Continued.

States or Territories.	Loss by—						Loss paid by Department.	Loss paid outside.		No recovery.	No discovery.	Total number of "A" cases closed, by States.
	Burglary of post-offices.	Robbery of postal cars.	Robbery of stages, etc.	Theft.	Estimated amount loss.	Amount recovered.		By postmasters, etc.	Amount.			
Alabama.....				3	\$14.00	\$14.00	3	2	\$7.00	2	1	21
Alaska.....										7		8
Arizona.....							2				1	8
Arkansas.....	3			1	42.00	37.00	5			6	10	47
California.....							3	1		1	1	15
Colorado.....							1			3	2	8
Connecticut.....				1	3.00	3.00	1					18
Dakota.....							9			2	2	17
Delaware.....										1		1
District of Columbia.....											3	21
Florida.....			2	2	8.97	5.55	4	1	23.75	5	3	22
Georgia.....	1				6.00		2	2	25.00	20	1	35
Idaho.....	4			1	85.00	5.00	1			8	1	14
Illinois.....				1	6.40	6.40	7	2	6.20	1	4	30
Indiana.....	1				29.00		11	3	14.00	7	3	30
Indian Territory.....							1					7
Iowa.....	3				5.00		5			4	6	28
Kansas.....	3			3	180.00	105.00	22	2	30.00	9	7	71
Kentucky.....							4	1	5.50	6	1	19
Louisiana.....	1				5.00		3			4	1	24
Maine.....											1	4
Maryland.....							1					3
Massachusetts.....							2			1	2	7
Michigan.....							3			4	2	17
Minnesota.....	1				29.00		1			1	1	10
Mississippi.....		4		2	44.00	31.00	21	1	2.02	5	1	40
Missouri.....	6			2	159.80	152.05	10	5	43.15	7	6	56
Montana.....			1		100.00	100.00	4	1				7
Nebraska.....							2			1	4	12
Nevada.....											1	3
New Hampshire.....												2
New Jersey.....							1					2
New Mexico.....				2	3.00	3.00	1			2		26
New York.....							6	3	107.00	2	7	48
North Carolina.....							4	1	.50	3	3	21
Ohio.....				1	30.00	30.00	5	1	5.00	13	5	38
Oregon.....										2	3	10
Pennsylvania.....							9	1		4		21
Rhode Island.....												11
South Carolina.....										6	2	47
Tennessee.....	11			4	208.10	11.00	15	1	23.26	15	3	47
Texas.....	1		9	1	368.00	18.00	16	2	39.00	21	11	69
Utah.....							1					7
Vermont.....							1					4
Virginia.....							10	1		10	1	29
Washington Ter.....				1	10.00	10.00	2			1		10
West Virginia.....										10	1	14
Wisconsin.....							6			8	8	27
Wyoming.....											1	5
Totals.....	35	4	12	25	1,318.27	531.00	206	30	322.38	224	110	993

The next table, marked Exhibit D, shows the number and class of complaints and alleged cause of loss and detention in the registered mail during this year. The number is somewhat larger than for previous years. I am glad to say this increase is not from depredation or theft, but is from accidental causes, principally from the burning of mail cars in two instances, one near Muskoda, Minn., December 1, 1886, and the other near Wagon Mound, N. Mex., March 4, 1887. The mail was a total loss in the two wrecks. Five hundred and eight pieces of registered matter were lost by burning. Many other losses resulted from similar

causes. It should also be considered that the number of pieces of registered matter sent has increased from 11,102,607 in 1886 to a total number of 11,914,792 for this year.

EXHIBIT D.—Number and character of registered "A" cases referred to post-office inspectors for investigation during the fiscal year ended June 30, 1887.

States and Territories.	Letters.		Pack-ages.		Total number of cases, made up by States.	Alleged cause of complaint.								
	Value stated.	Not stated.	Value stated.	Not stated.		Rifling.	Loss.	Loss from R. P. E.	Detention.	Wrong delivery.	Tampering.	Carelessness of postal employes.	Improper dispatch.	Other causes.
Alabama	59	85	2	2	148	35	97	8	4	3	1			
Alaska														
Arizona	14	21		1	36	11	19	2		3			1	
Arkansas	49	52	1	4	106	32	56	10	2			3	1	
California	60	55	3	8	126	33	62	13	1	5	3		1	8
Colorado	37	50	1	1	85	31	50	3	3	3		3		
Connecticut	19	31	57	9	116	4	108	2	1			1		
Dakota	37	50	1	4	92	31	45	12	1	3				
Delaware	1				1									
Dist. of Columbia	15	214	1	13	243	3	232	3	2	1			1	
Florida	25	72		8	105	20	50	11	5	2		17		
Georgia	45	88	1	2	136	28	92	4	1	1	6	2	2	
Idaho	9	15		3	27	8	10	6	1					1
Illinois	58	100	1	34	193	40	117	14	7	9	3	2	1	
Indiana	79	51		1	131	73	40	11	1	2	2		1	1
Indian Territory	8	48			56	17	38	1						
Iowa	50	60		2	112	30	65	6	3	6	1		1	
Kansas	90	133		8	231	78	116	19	6	7	3		1	1
Kentucky	51	48		8	107	44	42	16		2			2	1
Louisiana	14	57		2	73	39	24	6	1		1	1	1	1
Maine	11	22	1	3	37	4	26	5				1	1	
Maryland	30	23		2	61	34	20	4	1	1			1	
Massachusetts	25	35		3	65	15	36	3		6		1		4
Michigan	57	52	3	1	113	35	62	9	2	1	1		3	
Minnesota	49	289		74	412	34	370	6		2				
Mississippi	74	65		2	141	48	80	6	3	1	1	1	1	
Missouri	75	112	3	9	199	65	107	9	5	5	3	2	2	1
Montana	10	8		2	20	8	7	5						
Nebraska	39	47		9	95	32	50	8	2	1	1		1	
Nevada	15	7			22	16	5				1			
New Hampshire	1	3			4		1					2		
New Jersey	27	26		3	56	7	45	2		1			1	
New Mexico	17	225	1		243	13	226	4						
New York	77	114	32	53	306	63	194	19	12	5	5	2	3	3
North Carolina	47	63		11	121	32	64	13	1	4	1	3	1	2
Ohio	112	72	2	6	192	100	67	17	2	4		1	1	
Oregon	24	19		4	38	20	7	6	1	2	2			
Pennsylvania	70	98	4	17	189	52	91	21	6	11	2	1	3	2
Rhode Island	2	2	1	1	6	3	1	1			1			
South Carolina	27	24		4	55	19	21	5	2	3	1	1	3	
Tennessee	44	96		1	141	36	86	3	6	5	2		2	1
Texas	114	150	2	12	278	90	150	27	5	1	4		1	
Utah	16	3			19	14	2	1	1	1				
Vermont	6	5	1	1	13	6	5	1						
Virginia	47	62	1	9	119	37	52	24	2	2	1	1		
Washington Ter.	12	16		5	33	10	14	5	1		1		1	1
West Virginia	40	22		1	60	34	28	3	3	1				
Wisconsin	44	33		2	79	32	30	19	2	4			1	
Wyoming	13	12		1	26	12	11	2					1	
Total	1,857	2,962	121	346	5,286	1,429	3,121	367	96	109	50	46	41	27

The disposition of these complaints is more clearly explained in the following table, marked Exhibit E:

EXHIBIT E.—Number and disposition of "A" cases referred and investigated during the fiscal year ended June 30, 1887.

States and Territories.	O.	K.	Closed. No loss. The cause of complaint being—					No inclusive.	Not riled.	Not riled by postal employes.	Not registered and not mailed.	Burning of postal cars.	Wrecking of postal cars.	Burning of post-offices.	Accidents to steamboats, etc.	Estimated amount lost.	Amount recovered.
			Improper address.	Unavoidable delay.	Carelessness of postal employes.	Improper dispatch.	Other causes.										
Alabama	37	1		1	1	1		5		1							
Alaska																	
Arizona	11					1			1		1					\$1.80	
Arkansas	32	1	1	2			1	9		1						15.25	
California	39		1	8	2	3	4	4	4	2	8		1				
Colorado	46			1	1			1	3	3							
Connecticut	90							1	1	1							
Dakota	40	1		1				2	5	1	2						
Delaware																	
District of Columbia	194			1	1	1				1							
Florida	46			2	2		18	2	3	2			2	1		91.85	
Georgia	53				2		2	1	4	1		1				10.00	
Idaho	12				1		1		1	1							
Illinois	94	3	2	5	4	8	2	2	10	1	4						
Indiana	40			3		2	1	1	1	1							
Indian Territory	5		4					1	1								
Iowa	38	1	10			1		5	2	1		1	1				
Kansas	81	1					1	14	2	2							
Kentucky	37	1			1		3	7	7	1	1						
Louisiana	30		3					1	1	1							
Maine	23		1					1	1	1							
Maryland	20				2			1	4	1							
Massachusetts	27	1	1	10		1	1	1	4	1			1				
Michigan	33		1	2		1		12									
Minnesota	42						1	4			303		2		6,713.63		
Mississippi	49	1	2	3	2	1	3	12		1							
Missouri	89	2	2	5	4	5	3	10	1	5		11			21.00		
Montana	6			1	1	1	1	1	1	1							
Nebraska	42		2	3	2	4	1	1	3	1			1		7.00		
Nevada	4			19			3										
New Hampshire	4																
New Jersey	20		1	1				2	1								
New Mexico	28				1			3	1	1	205				838.27		
New York	153	4	6	15	6	2	3	7	6	4			2		3.00		
North Carolina	46			20		1	2	2									
Ohio	74	2	1	5	2	1	1	13	1	1							
Oregon	9	1		2		1	2	4	1	1							
Pennsylvania	106		2	5	3	1	3	8	4	1	3		1		38.05	30.00	
Rhode Island	4									1							
South Carolina	25			1		5		2		1		5					
Tennessee	42	1	1	16	30			5	1	1							
Texas	73	2		4	2	3	1	13	5	1			3		47.00	10.00	
Utah	3							2		2							
Vermont	5							2		1							
Virginia	44			3	1	2	2	7		1		2			12.00		
Washington Ter.	7			1	1	1			1	1							
West Virginia	17		1			1	2	6		2							
Wisconsin	25					1		7	1	1		3			75.00		
Wyoming	9			3				2		1							
Total	1,961	24	45	147	73	71	50	221	50	43	520	23	14	17,874.45	41.80		

EXHIBIT E.—Number and disposition of "A" cases referred and investigated during the fiscal year ended June 30, 1887—Continued.

States or Territories.	Chargeable to the deprecations of—					Chargeable to the deprecations of—			Lost by postal employes from other causes than theft.					
	Postmasters.	Assistant postmasters.	Clerks in post-offices.	Mail-carriers, messengers, etc.	Estimated amount lost.	Amount recovered.	P. O. clerks.	Estimated amount lost.	Amount recovered.	Accidental.	Carelessness, etc.	Estimated amount lost.	Amount recovered.	
Alabama.....	2		1	1	\$7.98	\$2.00	1	\$50.00			10	\$396.85	\$30.85	
Alaska.....														
Arizona.....										2	3	63.00	43.00	
Arkansas.....	4		4	3	371.31	211.31	2	20.75		2	3	46.90	46.90	
California.....				1			1			14	5	151.80	151.80	
Colorado.....	1				30.00					3	5	74.15	74.15	
Connecticut.....	2				20.00	20.00				1	6	28.64	27.50	
Dakota.....							1			1	2	94.10	94.10	
Delaware.....										3	3	15.00	15.00	
District of Columbia.....			1		8.00	8.00				1				
Florida.....			3		103.90	91.00				2	2	11.00	11.00	
Georgia.....	1	5	5		190.10	63.75				1	8	318.50	318.50	
Idaho.....	1				46.80		1			2	2	2.00	2.00	
Illinois.....	1		1		74.00	30.00				2	11	232.60	217.50	
Indiana.....				1	58.00		37	1,621.85	\$762.80	11	9	220.80	143.95	
Indian Territory.....											1	2	2.10	2.10
Iowa.....	1	13			332.76	11.00	5	441.99		8	8	172.00	172.00	
Kansas.....	13	1		6	251.56	5.00	12	110.00	110.00	13	16	294.23	193.42	
Kentucky.....	2	3			91.02					4	2	209.50	9.50	
Louisiana.....										4	4	37.40	37.40	
Maine.....										1	7	108.60	7.00	
Maryland.....										15	4	72.83	42.83	
Massachusetts.....			1		30.00	20.00				4	4	97.50	97.50	
Michigan.....	1		1		30.00	30.00				3	11	106.89	97.30	
Minnesota.....							1	19.05		5	5	35.40	35.40	
Mississippi.....	1	1	14	5	206.05	173.44				2	14	216.35	216.35	
Missouri.....				1	5.00					6	13	179.60	143.00	
Montana.....										1	3	131.00	74.00	
Nebraska.....	1		1	1	30.00	15.00				3	3	90.00	89.10	
Nevada.....														
New Hampshire.....														
New Jersey.....							18	455.35		8	8	103.97	83.97	
New Mexico.....				1	10.00					1	2	8.00	8.00	
New York.....	1		48		171.36	63.05	10	105.00		7	20	261.12	210.82	
North Carolina.....				4	172.50					2	8	167.25	166.75	
Ohio.....			1	24	189.57	189.57				9	12	320.83	313.83	
Oregon.....	1		1		122.00		1	9.00	9.00	1	3	61.60	64.00	
Pennsylvania.....		4			67.00	67.00	2	14.25	14.25	9	15	191.53	134.18	
Rhode Island.....														
South Carolina.....			5	1	50.00	20.00				1	11	132.05	127.55	
Tennessee.....	1	1		3	180.70	150.70				12	12	274.60	234.60	
Texas.....	6			2	300.35	285.35	41	1,544.05		2	17	1,145.75	513.75	
Utah.....											4	59.50	50.50	
Vermont.....										2	2	60.00	60.00	
Virginia.....			17		887.63		35	542.23		3	7	206.88	166.88	
Washington Ter.....		2			25.67					1	2	87.20	41.00	
West Virginia.....										16	9	211.49	160.99	
Wisconsin.....	11				387.82					2	8	127.50	127.50	
Wyoming.....	6				105.00									
Total.....	56	18	117	54	4,616.02	1,456.17	167	4,933.52	896.05	123	313	6,897.61	4,859.75	

EXHIBIT E.—Number and disposition of "A" cases referred and investigated during the fiscal year ended June 30, 1887—Continued.

States or Territories.	Lost by—						Loss paid by—			Total number of cases closed.	
	Eurglary of post-offices.	Robbery of postal cars.	Robbery of stages, etc.	Theft.	Estimated amount lost.	Amount recovered.	Post-Office Department.	Postmasters, etc., direct.	No recovery.		No discovery.
Alabama	1				\$25.00		4	2	10	3	60
Alaska											
Arizona	4	1			88.00	\$88.00	5	2	4		24
Arkansas	16		2		94.65	41.15	13	2	21	7	92
California			5		22.75	20.00	13	1	16		94
Colorado			17	1	117.57		7	1	19	2	84
Connecticut							5	3	1	2	104
Dakota							3			2	63
Delaware							2		1		3
District of Columbia							1		1	5	207
Florida	15				65.50		4		19		100
Georgia	33				193.10	1.00	14	1	40	1	119
Idaho				3	16.50	16.00	1	1	5		23
Illinois	4			2	34.50	30.00	11	3	7	4	155
Indiana	2			5	92.91	49.91	49	8	8	9	132
Indian Territory	2		30		193.69	11.65	2	1	30	1	44
Iowa	4	11		4	295.98	64.73	13	3	32	6	114
Kansas	45			3	656.87	50.50	41	1	67	3	215
Kentucky	3		1		29.40	7.00	3	3	9	9	76
Louisiana	17				127.85		4		17	1	65
Maine							5		3	1	34
Maryland	10				87.94		12	5	12	2	60
Massachusetts			2		6.00	6.00	7		1	3	58
Michigan			7		96.60	96.00	16	1	6	3	77
Minnesota	1				150.00	150.00	5	1	306	2	361
Mississippi	5		9		120.00	60.06	25	6	10	5	130
Missouri	10			4	248.60	120.50	19	4	22	4	175
Montana							2	1	1		16
Nebraska	8				63.75	49.00	2	3	10	1	75
Nevada	8				497.00				8		34
New Hampshire											4
New Jersey							4		22	4	55
New Mexico							1	1	207		243
New York	2			3	27.00	25.00	19	6	68	15	314
North Carolina							8	1	5	2	87
Ohio				1	2.00	2.00	40	5	2	9	157
Oregon							4		3	2	30
Pennsylvania	1			2	80.00	10.00	22	6	9	1	171
Rhode Island											5
South Carolina							10	3	10	1	58
Tennessee	5			1	24.20		19	2	11		120
Texas	29	31	5	5	870.20	171.15	29	2	110		245
Utah							3	1		1	12
Vermont							2				10
Virginia				1	10.00	10.00	6	4	55	2	127
Washington Ter.	1			1	3.00	1.00	2		5	2	21
West Virginia							15	8	2	1	55
Wisconsin	6				47.00	17.00	12	1	17	2	67
Wyoming				1	5.00	5.00	1		6	1	23
Total	238	43	67	49	4,411.06	1,102.65	486	93	1,218	121	4,604

It will be seen that Exhibit E shows the ascertained cause of loss or complaint in the domestic registered mail. The following statement indicates the number made up and disposed of and the manner in which disposed of in each peculiar class of complaints:

Whole number of cases made up during fiscal year 1887	5,286
Whole number of cases investigated during said year	4,604
Whole number of cases outstanding June 30, 1887	682
Investigated by inspectors, in process of settlement	83
Number of cases unattended to June 30, 1887	599

The cases investigated were disposed of as follows:

"No loss" or cause of complaint.....	1,961
Improperly addressed, but delivered to proper addressee.....	24
Unavoidable delay, delivered to proper addressee.....	45
Careless handling, delivered to proper addressee.....	147
Wrong dispatch, delivered to proper addressee.....	74
Other causes, delivered to proper addressee.....	71
No inclosure (no loss).....	50
Not rifled (no loss).....	271
Not registered (no loss).....	43

Total "no loss," no just ground for complaint..... 2,686

Lost by accident or casualty, in which no blame attached to the postal service:

By burning of postal cars.....	520
Wrecking of postal cars.....	23
Burning of post-offices.....	14
Accidental losses by postal officials.....	123
Accidents to steam-boats.....	1

Cases in which the loss was recovered and paid to the proper owners.....	681
Cases properly chargeable to theft.....	537
Cases in which no discovery was made nor sufficient evidence obtained to fix the responsibility for the loss upon any person.....	121

Whole number of cases closed or disposed of..... 4,604

The actual number of losses sustained in which there was no recovery (hence a total loss to the senders or addressees) may be accounted for as follows:

Accidental burning of post-offices and postal cars, wreck of cars and steam-boats, and other unavoidable accidents.....	681
Cases in which the responsibility could not be fixed.....	121
Actual number of cases chargeable to deprecation or theft.....	537

Total closed as "no recovery"..... 1,339

In relation to the 121 cases in which it has been impossible to make any discovery it may be said that the failure to do so results from the fact that the evidence is not sufficient to fix the responsibility upon any one of the parties handling the registered-package envelope. In cases of loss it is not often that the inspectors fail to locate the point where the registered-package envelope disappears, but it may occur that a postal clerk will claim to have put the registered-package envelope off at a given point, and the postmaster at that point state with equal emphasis that he did not receive it.

Registered letters in many of these cases necessarily pass over a long line of transit and are handled by a large number of employés.

Of the 123 cases chargeable to "accident" it may be stated that the causes of such accidents can be classified as follows: First, and in most of such cases, the accident was caused at stations where the pouches are taken upon the postal-cars by catcher from crane, and the pouch is drawn under the cars. Second, where the remittance is made in coin and breaks through the registered-letter envelope and through the registered-package envelope. These amounts, when found loose in the mail, are usually turned in to terminal post-offices by the railway-postal clerks or other employés, and are finally sent to the Dead-Letter Office for identification.

The foregoing summary shows an ascertained loss of 1,339 letters and packages from the domestic registered mail during the year, as compared with 1,042 cases for last year, and without explanation would indicate deterioration in the service, but when the causes of loss and

the increased number of pieces handled are considered I think it will compare favorably with the record of previous years. The losses from accidental and unavoidable causes are larger than ever before in the history of the service. In two instances 508 pieces of registered mail were destroyed by fire; 303 pieces at Muskoda, Minn., and 205 pieces at Wagon Mound, N. Mex., and from other accidental causes 173 pieces. For the purpose of comparison I think it but fair to consider these two accidents as extraordinary and deduct the 508 cases from the total losses, leaving 831 cases properly chargeable to the deprecations and accidental losses of registered mail for the year. Adding to this number one-third of the cases still unsettled (599) would make a total loss of 1,031 pieces of registered mail for the year out of a total number of pieces handled of 11,914,792, or one piece in every 11,556 handled, as compared with a loss of 1,042 pieces out of the total number handled in the fiscal year 1886 of 11,102,607, or one out of 10,655 pieces handled. As heretofore explained, previous to 1886 the records of this office do not show actual results, but estimated results believed to be erroneous. By reference to the reports of the chief inspector for 1883, 1884, and 1885 it is shown that an average of 2,229 cases were left over uninvestigated out of each year, and that losses in these cases were estimated in arriving at the total loss for each year. The actual result of inquiry, as shown in Exhibit C of this report, in the 993 cases left over from last year show a loss in one-third of them. I have used this basis in estimating the losses in the 599 cases on hand June 30, 1887, and the same in the unfinished cases for 1883, 1884, and 1885, an average number for each year of 2,229 cases. The following results and deductions are arrived at for the years 1883, 1884, 1885, 1886, and 1887:

Years.	Loss.			Total registered pieces handled for the year.	Total handled to one piece lost.
	Ascertained by investigation.	Estimated on unfinished cases, one-third of 2,229.	Total.		
1883	418	743	1,161	10,459,716	9,009
1884	516	743	1,259	11,246,545	8,932
1885	500	743	1,243	10,551,642	8,488
1886	1,042	.....	.....	11,102,607	10,655
1887	831	* 200	1,031	11,914,792	11,556

* One-third of 599 cases, or approximately.

The following table, marked Exhibit F, shows the complaints, depre-
dations, and casualties in the ordinary domestic mail, both as to letters
and packages and other postal property :

EXHIBIT F.—Statement of complaints received and result of complaints investigated,
Class B, ordinary letters.

COMPLAINTS RECEIVED.

Where mailed.	Letters.	With inclosures.	Without inclosures.	Packages.	Post-office robbed.	Post-office burned.	Postal cars wrecked or burned.	Stage robbed.	Mail messengers or wagons robbed.	Pouches lost.	Pouches cut or stolen.	Total number of complaints received.
Alabama	200	152	48	113	11	5	5	2	.....	4	3	343
Arkansas	88	69	19	32	13	13	.....	.....	.....	3	3	182
California	1,151	699	452	492	10	11	3	3	3	2	18	1,693
Colorado	311	259	52	129	5	4	4	.....	.....	2	1	454
Connecticut	639	478	161	325	4	.....	.....	.....	.....	.....	2	970
Delaware	78	67	11	21	1	1	.....	.....	.....	.....	.....	101
Florida	201	172	29	75	9	7	1	.....	.....	.....	.....	302
Georgia	385	292	83	184	14	11	.....	.....	.....	7	2	606
Illinois	2,084	1,570	514	2,196	43	15	5	.....	.....	6	6	4,382
Indiana	465	383	82	341	29	8	3	.....	.....	5	34	859
Iowa	383	323	60	199	34	14	5	.....	.....	5	8	654
Kansas	356	305	51	159	31	4	2	.....	.....	5	14	570
Kentucky	377	291	86	391	16	13	2	.....	2	9	9	811
Louisiana	219	178	41	163	5	2	.....	.....	.....	4	6	394
Maine	244	201	43	137	3	6	.....	.....	.....	2	3	392
Maryland	652	529	123	345	7	6	.....	.....	.....	1	1	1,016
Massachusetts	1,421	1,089	332	769	22	4	1	.....	.....	4	2	2,225
Michigan	544	465	79	291	10	13	2	.....	.....	4	4	862
Minnesota	236	184	52	144	10	7	2	.....	.....	.....	2	411
Mississippi	125	102	23	47	10	4	1	2	.....	6	6	198
Missouri	748	581	167	830	64	20	5	.....	.....	3	6	1,702
Nebraska	236	196	40	130	18	4	2	.....	.....	20	16	399
Nevada	26	20	6	4	1	.....	.....	.....	.....	6	3	31
New Hampshire	159	124	26	53	8	2	.....	.....	.....	.....	.....	213
New York	5,577	3,806	1,771	4,796	42	14	2	.....	.....	5	5	10,441
New Jersey	645	448	197	274	17	2	1	.....	.....	.....	.....	939
North Carolina	261	210	51	45	7	8	3	.....	.....	1	3	328
Ohio	1,244	1,018	226	1,094	43	8	6	.....	.....	10	14	2,419
Oregon	54	35	19	18	2	.....	.....	.....	.....	.....	.....	74
Pennsylvania	2,393	1,913	480	1,167	46	14	3	.....	.....	3	10	3,636
Rhode Island	116	89	27	67	3	.....	.....	.....	.....	.....	.....	187
South Carolina	140	110	30	39	8	4	1	.....	.....	.....	.....	195
Tennessee	262	199	63	150	8	10	.....	.....	.....	2	6	438
Texas	392	271	61	160	23	23	6	1	8	12	12	577
Vermont	142	105	37	51	1	2	1	.....	.....	1	1	199
Virginia	447	355	92	295	7	11	1	1	.....	6	3	680
West Virginia	136	114	22	94	10	5	.....	.....	.....	3	7	196
Wisconsin	432	371	61	220	11	11	6	.....	.....	1	5	686
Arizona	24	25	3	7	1	2	1	.....	.....	.....	.....	41
Dakota	165	86	19	35	3	4	2	.....	.....	2	1	152
District of Columbia	507	407	100	265	.....	.....	.....	.....	.....	1	.....	773
Idaho	29	26	3	5	2	1	.....	1	.....	.....	1	39
Indian Territory	13	12	1	1	1	.....	.....	.....	.....	.....	.....	20
Montana	42	37	5	17	.....	.....	.....	.....	.....	2	2	64
New Mexico	64	53	11	10	4	.....	2	.....	2	.....	.....	88
Utah	28	25	3	7	1	2	1	.....	.....	1	1	41
Washington Ter.	64	54	10	18	3	2	.....	.....	.....	2	1	89
Wyoming	43	35	8	3	.....	1	1	2	.....	1	1	52
Total	24,423	18,534	5,889	16,264	620	298	81	13	18	153	226	42,006

EXHIBIT F.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters—Continued.

RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discovery.	No loss.	Loss chargeable to carelessness or depreciation of postal employes.	Losses chargeable to accident.	Losses chargeable to persons not in the postal service.	Cases still in hands of inspector for investigation.
Alabama	137	100	50		1	46
Arkansas	44	32	26		2	48
California	470	322	146	8	2	745
Colorado	191	150	46	1	7	52
Connecticut	330	131	373		3	133
Delaware	36	24	12			29
Florida	126	95	32	1	1	47
Georgia	189	205	102	1	2	107
Illinois	1,369	799	1,162	42	7	1,002
Indiana	267	198	237	3	2	152
Iowa	215	184	108	1	2	144
Kansas	149	136	113	1		171
Kentucky	227	207	117		1	259
Louisiana	61	58	129	1		143
Maine	189	81	95		1	26
Maryland	465	199	171		1	180
Massachusetts	761	398	861	4	2	197
Michigan	269	155	329	3		166
Minnesota	96	102	95		1	117
Mississippi	54	35	37	1		71
Missouri	267	358	831	3	4	240
Nebraska	134	137	53			75
Nevada	11	11	5			2
New Hampshire	80	37	57			39
New York	2,294	1,348	3,612	2	11	3,174
New Jersey	326	259	171	2	4	177
North Carolina	214	48	29		2	35
Ohio	841	181	815		2	580
Oregon	24	25	8			17
Pennsylvania	1,501	1,015	412	3	14	691
Rhode Island	88	26	50			23
South Carolina	89	69	18		1	36
Tennessee	156	120	73			89
Texas	124	147	96		1	209
Vermont	76	29	55	1	3	33
Virginia	285	132	118		3	142
West Virginia	99	32	21	2		51
Wisconsin	145	185	199	1		156
Arizona	11	16	7			7
Dakota	49	35	26	1		41
District of Columbia	308	163	188	1	1	112
Idaho	16	13	5			5
Indian Territory	10	5	2			3
Montana	23	21	8		1	11
New Mexico	42	30	10			6
Utah	12	8	5			16
Washington Ter.	16	33	12			28
Wyoming	13	14	13		5	17
Total	12,829	8,117	11,130	83	87	9,850

This statement shows that 24,423 letters were lost, delayed, or rifled of their contents in the different sections of the country—18,534 with inclosures, and 5,889 without inclosures or valuable contents. Sixteen thousand two hundred and sixty-four ordinary packages (third and fourth class matter) were reported lost, rifled, or destroyed. Six hundred and twenty post-offices were reported robbed and 298 burned. Eighty-one postal cars were reported burned or wrecked; 13 mail-stages robbed, 5 railroad mail-trains robbed, 18 mail-messengers or their wagons robbed; 153 mail-pouches lost from accidental causes, and 226 mail-pouches cut, rifled, stolen, or injured by careless handling (thrown under trains); making the total number of complaints of all classes 42,096, as compared with 39,098 filed last year. Considering the vast increase in the amount of mail handled during the year, as shown by the increased receipts of the Department from the sale of stamps, and the fact that only 3,068 more complaints were filed this year than were filed last year, it is believed the service has improved, and certainly has not retrograded. In the examination into the various complaints it was found that no loss occurred, but letters were properly delivered in 8,117 cases; no discovery was made in 12,829 cases, and 11,130 cases are believed to be properly chargeable to deprivations of postal employés. Eighty-seven losses were from careless handling, and 83 by parties not connected with the postal service, and 83 from accidental causes. This summary accounts for 32,246 cases, and leaves 9,850 in the hands of inspectors receiving attention on July 1, 1887. In addition to the 32,246 complaints above referred to, the 9,771 cases of this class on hand June 30, 1886, were also investigated and properly treated, making a total number of 43,017 cases of this class investigated by inspectors during the year.

CLASS C.—MISCELLANEOUS CASES.

Of this class 1,881 cases on various subjects were undisposed of on June 30, 1886. All these cases received proper attention during this fiscal year, and in addition thereto 12,710 cases originating during this year were disposed of. At the beginning of this year 1,239 third-class offices had not been inspected (Form 573). All these offices have been visited by inspectors and thoroughly overhauled, abuses and errors corrected, and, in addition, 2,999 fourth-class post-offices have received the same attention. Besides this large number visited specially for inspection, a large number of smaller offices to which inspectors were called on other business have received attention in this respect. 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 \$94,569.87, 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 \$24,000; total, \$118,569.87.

In addition to this sum actually collected and turned into the Treasury many cases have been investigated and are in process of settlement. In cases originating in the Money-Order Office and investigated by inspectors, the sum of \$123,835.85 has been collected, or caused to be collected, from defaulting and negligent postmasters and paid over to the proper officials.

The following tables, marked Exhibits G, H, and I, respectively, relate to cases of Class C:

EXHIBIT G.—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, 1887.

	Offices from which references were made for investigation.										Total number of cases of each class.	
	First Assistant Postmaster-General.	Second Assistant Postmaster-General.	Third Assistant Postmaster-General.	Superintendent of the Money-Order System.	General Superintendent of the Railway Mail Service.	Assistant Attorney-General Post-Office Department.	Law clerk Post-Office Department.	Superintendent Free-Delivery System.	Superintendent Foreign Mails.	Office of Chief Post-Office Inspector.		Auditor of the Treasury for the Post-Office Department.
Responsibility of sureties.	3,303											3,303
Inspection of post-offices.	10		2,199							7,292	1	9,502
Complaints and charges vs. postmasters and employes of post-offices.	453	9	9	23	24	1			1	573	3	1,096
Violation of section 118.			578							18	1	597
Establishment of post-offices and stations.	31									17		48
Discontinuance of post-offices and stations.	18									48		66
Allowances for post-offices.	129									31		160
Location, change of site, etc., of post-offices.	164	1								23		188
Appointment of postmasters.	20									14		34
Free-delivery system.							249			3		252
Mull-messenger service.		6								32		38
Lease of post-offices.							104			1		105
Routes: Establishment, discontinuance, or change of service.		14								124		138
Routes: Charges vs. contractors, carriers, etc.		16			2							18
Mail-keys: Loss, etc.		43			1					14		58
Charges against railway post-office clerks.					27					23		50
Claims for credit by postmasters, etc.						10						10
Collection of balance due the United States.										2	41	43
Inspection of money-order business, collection of funds, forwarding statements, and instruction of postmasters.				152						5		157
Wrong payment of money orders, postal notes, etc.				79						20		99
Establishing money-order service.				1						23		24
Discontinuing money-order service.				22						3		25
Section 225.	18		6		4					209		237
Section 226.	6									21		27
Section 233.	1		2							59	2	64
Section 555.		3								13		16
Section 1230.	1									12		13
Sections 1232 and 1233.	65	2	3		7					178		255
Section 1234.	8				1					80		91
Section 1235.										12		12
Section 1237.	6				2					19	1	28
Section 1246.	11		4	2	2	7				250		276
Section 1249.			33									43
Section 1252.	1		3		1					72		77
Miscellaneous investigations and complaints.	284	37	59	60	47	7	10		2	574	30	1,110
Total	4,529	133	2,096	339	118	25	114	249	3	9,764	79	18,260

EXHIBIT H.—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, 1887.

Disposition.	Number.	Disposition.	Number.
Referred to the honorable Postmaster-General.....	90	Referred to Superintendent Free Delivery.....	228
Referred to the honorable First Assistant Postmaster-General.....	4,450	Referred to Superintendent Foreign Mails.....	3
Referred to the honorable Second Assistant Postmaster-General.....	348	Referred to Auditor of the Treasury for Post-Office Department.....	67
Referred to the honorable Third Assistant Postmaster-General.....	1,463	Placed on file in office of Chief Post-Office Inspector.....	1,190
Referred to Superintendent Money-Order System.....	378	Inspection reports (Form 573) divided and referred to First and Third Assistant Postmaster-Generals, and to Superintendent of the Money-Order System.....	4,238
Referred to General Superintendent Railway Mail Service.....	104	Total.....	12,710
Referred to Assistant Attorney-General.....	45		
Referred to the law clerk, Post-Office Department.....	106		

EXHIBIT I.—Recapitulation.

	Number.
Cases, Class C, referred to inspectors for investigation during fiscal year 1886-'87.....	18,260
Such cases on hand July 1, 1886, referred for investigation during previous years.....	1,881
Total to be accounted for.....	20,141
Number of such cases referred to inspectors, reported upon, and finally closed during the fiscal year 1886.....	12,710
Number of such cases referred to inspectors during previous years, reported upon and finally closed during the fiscal year 1887.....	1,804
Total number of such cases closed.....	14,514
Number of such cases remaining in the hands of inspectors July 1, 1887 (uninvestigated)...	5,627

Of the 1,881 cases referred in previous years (1,804 having been reported upon and closed), the remaining 77 cases outstanding have been placed in the hands of United States district attorneys and by them retained for use in connection with cases pending before United States courts.

Of the cases mentioned in the above tables (Class C) treating of miscellaneous subjects, there were referred for investigation during the year 18,260 cases, as set forth in the following summary:

Cases pertaining to the solvency of the sureties on postmasters' bonds.....	3,303
Inspection of accounts of postmasters and their manner of conducting the business of their offices.....	9,502
Special complaints and charges against postmasters and other employes.....	1,693
Establishment of post-offices and postal stations.....	48
Discontinuance of post-offices and postal stations.....	66
Allowances for salary (clerk-hire) and expenses necessary for post-offices.....	160
Location and change of post-office sites.....	188
Appointment of postmasters.....	34
Investigations pertaining to the free-delivery service.....	252
Mail-messenger service.....	38
Leases of premises for post-office purposes.....	105
Establishment, discontinuance, or change of service on star routes.....	138
Charges against contractors and mail carriers.....	18
Complaints of mail keys lost.....	58
Charges against railway postal clerks.....	50
Collection of balances due to the United States by postmasters and late postmasters.....	43
Inspection of money-order business.....	157
Alleged wrong payment of money-orders and postal-notes.....	99
Establishment and discontinuance of the money-order service at post-offices...	49
Complaints of violations of specific sections of the postal laws and regulations.....	1,139
Miscellaneous investigations and complaints.....	1,120

Of the foregoing, there were 12,710 cases reported upon and closed. To the above number of cases referred for investigation (18,260) should be added 1,881 cases brought forward from the previous fiscal year and on hand (uninvestigated), July 1, 1886, giving a total of cases to be accounted for of 20,141. Of the 1,881 cases so brought forward, 1,804 were investigated and finally closed during the year, which, when added to the 12,710 referred and closed during the fiscal year, gives a sum total of 14,514 cases disposed of, and leaves a balance of uninvestigated cases on hand July 1, 1887, of 5,627. This large number consists almost exclusively of inspection cases and does not indicate that this office is behind in its work. For convenience of travel and to save time, cases of inspection were made up on all money-order offices in the country and sent to division offices in January last. Five thousand six hundred cases of this nature were sent out in January, and some 1,800 others in April and May, on fourth-class offices not money-order. It was not expected that all these cases could be disposed of during the year in addition to the customary and current work of the Department, which has been promptly disposed of.

It is difficult to make an intelligible comparison of the work of this class performed this year with that of last year, for the reason that the work was largely of a different nature and requiring more time in the disposition of the different cases. The inspection of a post-office usually consumes one day. Four thousand two hundred and thirty-eight post-offices were thus specially treated, while last year only 1,030 were so treated. Last year 6,812 bonds of postmasters were examined. This year, only 3,303 required attention. This examination is made by correspondence from offices of division inspectors and does not require the personal attention of inspectors. Still, the whole number closed is 2,169 greater than last year, with the same appropriation and number of inspectors, and indicates a large increase in the work accomplished in this class of cases.

The following is a statement of the receipt and disbursement of moneys collected and recovered on account of lost and rifled registered and ordinary letters for the fiscal year 1887 :

RECEIPTS.

Balance remaining over unexpended from fiscal year 1886 (being moneys recovered during previous fiscal years, but not disbursed, for various reasons)	\$1,625.07
Amount collected and recovered from July 1, 1886, to and including June 30, 1887 (fiscal year 1887)	11,548.13

DISBURSEMENTS.

In 797 A cases, paid to owners.....	\$11,913.68	
In 32 B cases, paid to owners.....	216.38	
In 8 C cases, paid to owners.....	198.70	
In 15 F cases, paid to owners.....	136.87	
Sums covered into the United States Treasury (no proper owners found) in 5 A cases	64.00	
In 3 special A cases.....	92.98	
	12,622.61	

Balance remaining over unexpended at the end of the fiscal year 1887..	550.59
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CLASS F.—FOREIGN CASES.

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.

These cases are subdivided into three general classes as regards the character of the complaints, and the treatment varies materially in the investigation of each class. The three subdivisions consist of cases relating to registered mail matter, unregistered or ordinary mail matter, and those having reference to miscellaneous complaints against postmasters and postal employés in their handling and treatment of foreign mail.

Of Class F there were reported to this office for investigation during the fiscal year ended June 10, 1887, 9,362 cases. Of these, 5,467 cases related to registered mail, 3,555 to ordinary mail, and 340 to miscellaneous subjects. Of the whole number, 5,672 cases were reported from domestic sources, and 3,690 from foreign postal administrations.

Four thousand nine hundred and twelve of the registered cases treated and disposed of during the year have been classified in the following table, marked Exhibit J, showing between what States and foreign countries the mail matter was passing which became the subject of investigation:

EXHIBIT J.—States and foreign countries between which the mail matter was passing which became the subject of investigation.

States or Territories.	Austria.	Belgium.	Central Amer-ica.	Canada.	Denmark.	France.	Germany.	Great Britain.	Hungary.	Italy.	Mexico.
Alabama							3	2		1	
Alaska								1			
Arizona	1			2		1	6	1			5
Arkansas	2						12	3			
California	32		3	14	2	12	69	63		28	34
Colorado	2			1		4	19	16		10	
Connecticut				3		3	17	10	1	8	
Dakota	5	1		3	3		8	10			
Delaware	1					1	4	1		1	
District of Columbia	5	3		13		1	19	14	1	5	
Florida	1			3			6	24		2	
Georgia							6	4		1	
Idaho					1		2	3			
Illinois	32		1	11	2	11	149	65	2	17	
Indiana	6			1		1	13	9		2	
Indian Territory							1				
Iowa	16			3	1	1	28	25			
Kansas	9	1		4	3	1	48	16			
Kentucky	2			2		1	17	7		1	
Louisiana	7	2	2	13		6	16	14		5	2
Maine				2			2	9			
Maryland	9			3		3	30	6		5	
Massachusetts	10		1	64	1	4	29	79	2	23	
Michigan	11			16	2	3	35	21		4	
Minnesota	12			8	2	1	39	11		1	
Mississippi	2			1		2	4	4			
Missouri	18	2		7	2	8	131	31		6	2
Montana	3			1		1	12	12		3	
Nebraska	21			3	2		27	16			
Nevada								1		3	
New Hampshire								4			
New Jersey	13		1	4		1	46	30	1	15	3
New Mexico	1						4	1			4
New York	88	9	9	27	2	47	419	244	23	155	19
North Carolina							3	2			
Ohio	33		1	7		4	88	39	3	7	
Oregon	1			3		3	31	7			
Pennsylvania	57	1	6	19	2	11	168	104	21	48	
Rhode Island	3			3			2	15		1	2
South Carolina							1	2		2	
Tennessee	2						9	9		4	
Texas	14			3		5	72	27		7	5
Utah							1	4			2
Vermont				5			1	6			
Virginia	2		1	3			6	3		1	
Washington Ter	2	1		3			4	8		1	
West Virginia	1						2	2			
Wisconsin	14			4	3		56	13	1	3	
Wyoming			1	1		1	6	5			
Total	436	20	26	263	28	137	1,609	994	55	370	50

EXHIBIT J.—State and foreign countries between which the mail matter was passing which became the subject of investigation—Continued.

States or Territories.	Netherlands.	Norway.	Russia.	Spain.	Sweden.	Switzerland.	South America.	Turkey.	United States of Columbia.	West Indies.	Japan.	Total.
Alabama			2			1						9
Alaska												1
Arizona								1				17
Arkansas			1									19
California	2		16	5	4	14	4	4				293
Colorado	1	1	1		2					1		62
Connecticut			5		4		1	1				53
Dakota	1	12	5		2	1						51
Delaware							1					9
District of Columbia			8	2		2		1	1			75
Florida						2			1	2		41
Georgia	2	1										14
Idaho					1							7
Illinois	4	1	20	1	15	6	1				1	340
Indiana		2	1		1	1						37
Indian Territory.												1
Iowa	2	5	9	1	5	1	1					98
Kansas	1		3		1	3						94
Kentucky			2			1						33
Louisiana			5	1	4				3	4		84
Maine			3		2						1	19
Maryland			6				1				2	96
Massachusetts		1	23	2	2	3	1		1		1	246
Michigan	1	8	10		2	2						115
Minnesota	2	11	9		11	3		1				111
Mississippi		4	4		1					1		19
Missouri		1	11		3	8	2				1	233
Montana		2	1			4						39
Nebraska			2		3	1						75
Nevada												4
New Hampshire									2			6
New Jersey	1		11		3	3	3			1		176
New Mexico												10
New York	2	5	149	11	11	19	17	5	10	49	2	1,313
North Carolina			2						1			10
Ohio	1	1	10		1	4						190
Oregon			2	1		1						49
Pennsylvania		2	71	1	2	2	5	2		5		527
Rhode Island			1		2			1				30
South Carolina		1										6
Tennessee			3									27
Texas		1	8	2	3	3	1		1			152
Utah		2			2							11
Vermont												12
Virginia			2		1	1	1					21
Washington Ter					1							20
West Virginia												3
Wisconsin		8	7		2	3	1	1		1		117
Wyoming										1		15
Total	20	71	407	26	91	80	40	17	20	74	7	4,912

There were, besides the cases shown in the foregoing table, 296 cases relating to registered articles passing in transit through the United States, from one foreign country to another, but which were made the subject of inquiry by this office at the request of one of the foreign countries interested.

Of the whole number of registered cases disposed of (5,208) there were 4,662 closed without loss to the interested persons, and 546 cases in which the losses or deprivations were not located, by the investigation made, either in the United States or in foreign countries, or, when located, nothing could be recovered to make good the losses sustained. The distribution of these losses and deprivations will be better seen

from the following table, marked Exhibit K, showing between what countries and States the mail matter was passing :

EXHIBIT K.—States and countries between which the mail matter was passing.

States or Territories.	Austria.	Canada.	Denmark.	Germany.	Great Britain.	Hungary.	Italy.	Mexico.	Netherlands.	Norway.	Russia.	Spain.	Sweden.	Switzerland.	Turkey.	West Indies.	Total.
Alabama				2							1						1
Arizona					1												1
Arkansas				5	8												13
California		1		5	8		1				5				3	1	24
Colorado				4	2					1							7
Connecticut		1		2	1						3						7
Dakota		2	1	1						2							7
District of Columbia					4						1						5
Florida	1				2						4						7
Georgia					3												3
Idaho			1														1
Illinois	1	1		15	5				1		5		1			1	30
Indiana					2												2
Indian Territory				1													1
Iowa	1			1							3		1				6
Kansas	2		1	18							1						22
Louisiana		1		1	2						2					3	6
Maine											1						1
Maryland				2							5					1	8
Massachusetts	2	6			6		1				9						24
Michigan		4		1							3						8
Minnesota		1		5					2		2		1				11
Mississippi											1						1
Missouri	5		1	60	9						3		2	2			82
Montana				1	1												2
Nebraska			1	2													3
New Jersey				1	3			1			3						8
New Mexico				2													2
New York	1	1		9	27		9				78	1		1		16	143
North Carolina											1						1
Ohio				1	2	1			1		2						7
Oregon				20							1						21
Pennsylvania	2			2	4	5	2				32						47
Rhode Island					3						1						4
Tennessee											1						1
Texas	1			12	3			1			3						20
Vermont	1																1
Virginia											1						1
Washington Ter		1															1
Wisconsin	1	1		2						1	2						7
Total	17	21	5	173	80	7	14	2	4	4	174	1	7	3	3	22	546

This table embraces large items between Germany and the United States, and also between Russia and the United States. This is chiefly accounted for by the loss of a pouch of registered mail, containing 136 foreign registered letters, originating for the most part with the exchange offices of Germany. The pouch was made up at New York, N. Y., June 23, 1886, for Saint Louis, and lost sight of in this service; also the loss of a similar pouch of mail, consisting of 142 registered articles, made up at New York, N. Y., November 17, 1886, destined for the Russian service, and stolen in transit while passing through Belgium. Leaving out these two items, the above table is made up of the following :

Registered letters lost with the steamship <i>Oregon</i> March 14, 1886, not embraced in report of the previous fiscal year and not recovered	76
Registered letters lost between Havana and New York, N. Y., September, 1886, consisting of one bag of registered letters claimed to have been dispatched from Havana, but which was not received into the custody of this service	37
Registered articles confiscated in Russia on account of the dutiable nature of the contents, for which no indemnity was paid to the interested persons	20
Registered letters shown to have been lost or stolen in various foreign countries and nothing recovered	10

Registered letters lost between New York and Hamburg claimed to have been duly dispatched but not admitted to have been received	11
Foreign registered letters lost by burning of mail and mail cars in the United States	33
Foreign registered letters lost by robberies in the United States	13
Registered letters comprised in individual complaints either of loss or depre- dations, regarding which neither the facts nor the circumstances of the losses could be definitely determined by investigation in the United States or in foreign countries	68
Total (including the two pouches first above mentioned).....	546

The ordinary cases treated of in Class F and disposed of during the fiscal year are indicated on the following table, marked Exhibit L, which shows between what States and what foreign countries the losses occurred:

EXHIBIT L.—States and foreign countries between which the losses occurred.

States or Territories.	Austria.	Belgium.	Central America.	Canada.	Denmark.	France.	Germany.	Great Britain.	Hungary.	Italy.	Mexico.
Alabama				2				1			
Alaska								1			
Arizona				3		1		2			
Arkansas				14		8	5	75			1
California	1			13			6	28			1
Colorado				20			3	23		1	
Connecticut				8				5			
Dakota				2				5			
Delaware				5				15			1
District of Columbia	2			9		5	3	16			1
Florida				4	1		1	4			
Georgia				2		1		1			
Idaho				90	2	5	34	107	1	6	2
Illinois	3			6			6	9			2
Indiana								2			2
Indian Territory											
Iowa				5	1			4	35		
Kansas	1			5	1	1	3	21			
Kentucky	1			5		2	6	19		1	1
Louisiana		1	2	3		7	4	8			1
Maine				29				4			
Maryland				4			1	12		2	1
Massachusetts	1	2		113		8	8	123	1	2	1
Michigan				70	1	1	6	22		1	
Minnesota				6	1		1	12			
Mississippi				1		1		4			
Missouri				30	6	4	12	30			4
Montana				8				12			
Nebraska		2		6	2		4	13			
Nevada						1		2			
New Hampshire				17		1		6			
New Jersey				6	1	5	11	54			1
New Mexico				3				1			
New York	16	11	6	416	4	69	123	471	4	17	10
North Carolina								4			
Ohio	1		1	36	1	4	20	45			
Oregon				2				9			
Pennsylvania	1	3		42		16	37	172	2	2	2
Rhode Island				13		2	1	21			
South Carolina						2		4			
Tennessee				2			2	8		2	
Texas				5		2	8	31			5
Utah							1	6			
Vermont				23			1	3			
Virginia				3		1	1	12			
Washington Ter				3				3			
West Virginia								1			
Wisconsin		1		7			15	8			
Wyoming								2			1
Total.....	27	22	9	1,041	21	152	373	1,472	8	35	35

EXHIBIT L.—States and foreign countries between which the losses occurred—Continued.

States or Territories.	Netherlands.	Norway.	Pacific Ocean countries.	Russia.	Spain.	Sweden.	Switzerland.	South America.	Turkey.	United States of Colombia.	West Indies.	Total.
Alabama.....												3
Alaska.....												1
Arizona.....												3
Arkansas.....												9
California.....	3		18		3	2		1	1			151
Colorado.....												48
Connecticut.....			1									58
Dakota.....		2										15
Delaware.....												7
District of Columbia.....				2	1		2					36
Florida.....												31
Georgia.....							1					11
Idaho.....												4
Illinois.....	3	1	5	7		3	5					276
Indiana.....			1									24
Indian Territory.....												2
Iowa.....	1					2						48
Kansas.....	1					2						35
Kentucky.....								2				37
Louisiana.....				1							2	29
Maine.....			1									35
Maryland.....				1		1					3	40
Massachusetts.....	1	1	3	1		6	1	3				280
Michigan.....	3			1		3	1					114
Minnesota.....		1				2						23
Mississippi.....												6
Missouri.....												86
Montana.....												20
Nebraska.....						1						28
Nevada.....												3
New Hampshire.....											1	25
New Jersey.....			2	2						1	2	85
New Mexico.....			1									6
New York.....	6		25	8	3	9	15	11	3	14	61	1,296
North Carolina.....												5
Ohio.....			1	1			1					111
Oregon.....		1										15
Pennsylvania.....	2		7	2		4	3		1			300
Rhode Island.....			2									39
South Carolina.....			1									7
Tennessee.....								2				16
Texas.....						1	1			2		53
Utah.....												7
Vermont.....												27
Virginia.....			1					1	1			20
Washington Ter.....								1				7
West Virginia.....												1
Wisconsin.....	2	4								1		38
Wyoming.....											1	4
Total.....	21	10	69	26	7	36	29	22	6	16	88	3,525

For the sake of convenience the above table indicates the losses between Great Britain and the United States, separate from those between Canada and the United States, and it will be observed that the sum of the losses reported between these two countries and the United States is more than two-thirds of the whole number between the United States and foreign countries. The result of investigation, and the different classes of mail matter involved in these ordinary letters and packages, will be better explained by the following:

Ordinary packets containing printed matter.....	649
Ordinary packets containing merchandise.....	747
Ordinary letters or packets containing jewelry.....	148
Ordinary letters containing no stated inclosure.....	570
Ordinary letters containing money, drafts, money-orders, or other forms of remittance.....	1,061

Total unregistered foreign letters and packets treated of (including 83 "customs" and "miscellaneous" cases embraced in the above table as between the United States and Canada)	3,525
Ordinary letters of foreign origin and destination, passing through the United States service, and which became subjects of inquiry upon request of the foreign countries interested	31
Of the entire number of ordinary foreign letters and packets treated it was ascertained by investigation that the number in which no loss was sustained was	1,272
Ordinary foreign letters and packets in which investigation failed to locate the losses or irregularities either in the United States or in foreign countries....	2,294

The "miscellaneous" foreign cases, Class F, consist of 336 cases treated of and closed during the fiscal year, of a character indicated as follows:

Cases based upon complaints of United States collectors of the non-payment of duty on mail matter imported through their offices intended for delivery in the United States	193
Complaints bearing upon the circulation of lottery circulars of foreign origin in the mails of the United States	70
Complaints, originating with the Superintendent of the Money-Order System, as to wrong or irregular payment, etc., of foreign money-orders	22
Miscellaneous complaints of violation of specific sections of the postal laws and regulations by the use of mails between the United States and foreign countries	51
<hr/>	
Cases of Class F on hand and undergoing treatment in the office and in the hands of post-office inspectors July 1, 1886	1,352
New cases reported to the office during the fiscal year, July 1, 1886, to July 1, 1887	9,362
	<hr/>
	10,714
<hr/>	
Cases treated of and closed during the fiscal year, July 1, 1886, to July 1, 1887 ..	8,774
In the hands of post-office inspectors, for special investigation, July 1, 1887 ..	165
On hand in this office in course of treatment July 1, 1887	1,775
	<hr/>
	10,714

The number of foreign cases on hand at the end of the fiscal year is necessarily large, for the reason that it requires time to receive replies from foreign administrations. In some instances a month or six weeks is sufficient time to obtain the desired information, but in other instances five or six months may be necessary, and it sometimes happens that a special or peculiar case may be under correspondence for as long a period as two years. It frequently happens that an inquiry made by this Department of one foreign country must be by that administration repeated to still another foreign service, and the necessary inquiries made in the locality to which the mail matter may be addressed before a reply can be made to this service. For these reasons foreign cases can not be closed or the investigation completed in so short a time as though the inquiries were confined to this service.

The number of communications received by this office from foreign countries requiring translation was approximately the same as during the previous fiscal year (4,000). The necessary translations were furnished by the office of the Superintendent of Foreign Mails.

Of the 9,362 F cases above mentioned, only 1,286 were referred to post-office inspectors for investigation, 8,096 of the same having been treated entirely by correspondence from the office of chief inspector.

The number of F cases as stated above (1,352) on hand and in process of treatment June 30, 1886, is correct, an erroneous number having been used (800) in the report for the fiscal year 1886.

Summary of work received and performed by inspectors during fiscal year ending June 30, 1887, and the amount of money recovered and expended.

	Class of cases.				
	A.	B.	C.	F.	Total number.
Cases on hand June 30, 1886.....	993	9,771	1,881	1,352	13,997
Cases made and referred to inspectors for the year.....	5,286	42,096	18,200	9,362	75,004
Total cases to be investigated.....	6,279	51,867	20,181	10,714	89,001
Cases investigated and finally closed, (except 83 A cases investigated and not yet settled).....	5,680	42,017	14,514	8,774	70,985
Cases receiving attention June 30, 1887.....	599	9,850	5,627	1,940	18,016
Number of arrests caused by post-office inspectors.....	773				
Total amount of money caused to be collected and turned into the United States Treasury.....	\$242,403.72				
Cases investigated and finally closed, (except 83 A cases investigated and not yet settled).....	11,548.13				
Amount caused to be collected from all sources.....	253,951.85				
Amount appropriated for this service.....	200,000.00				
Amount expended for this service.....	197,624.63				

Summary of work performed by post-office inspectors during the fiscal years 1884, 1885, 1886, 1887, except that as regards the number of F (foreign) cases below stated are treated for the most part in this office :

	1884.	1885.	1886.	1887.
Arrests caused by post-office inspectors.....	756	539	660	773
A cases made and referred to inspectors.....	4,238	4,912	4,281	5,286
B cases so referred.....	33,668	36,410	37,956	42,096
C cases so referred.....	4,870	6,604	13,544	18,260
F cases treated and referred to inspectors.....	7,634	8,343	7,773	9,362
Total.....	50,410	56,289	63,554	75,009
Cases investigated and closed:				
A cases.....	4,590	4,550	6,583	5,680
B cases.....	28,930	31,286	58,262	42,017
C cases.....	5,223	6,404	12,345	14,514
F cases.....	8,391	8,451	7,173	8,774
Total.....	47,134	51,219	84,863	70,985
Money recovered from depredaters on mails.....	\$18,198.61	\$15,203.43	\$14,522.23	\$11,548.13
Money recovered from post-office employes and turned into United States Treasury.....	\$26,927.11	\$58,352.44	\$100,991.41	\$242,403.72
Total amount recovered.....	\$45,125.92	\$73,555.87	\$115,513.41	\$253,951.85
Amount appropriated.....	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00
Total amount of money expended.....	\$187,186.00	\$199,239.57	\$194,955.39	\$197,624.63
Cases on hand at end of each fiscal year.....		46,221	13,445	18,016

The above summary shows a larger number of cases on hand than last year, but this excess is fully explained on page 15 of this report. When the character of the work this year is considered it will be readily conceded that much more has been accomplished this than last year. All classes of cases are reduced to current work.

Referring to the criminal statistics, it will be noticed that for the first time in many years railroad mail trains have been robbed, 1 in Arizona, 4 in Texas. Strenuous efforts to arrest the perpetrators of these robberies have been made with gratifying success. Twenty-two men have been arrested, and the inspectors are still engaged, with good prospects of succeeding, in the arrest of all the men connected with these robberies. We are receiving the zealous co-operation of the railroad and express

companies. Large rewards have been offered in each case by both companies, in addition to the standing reward of \$200 for each offender offered by this Department. Arrests have been made in each case, and it is confidently believed that convictions will be secured in four of them. It is my pleasant duty to commend the zeal and energy of all the members of this force.

Very respectfully,

WM. A. WEST,
Chief Inspector.

HON. WM. F. VILAS,
Postmaster-General.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDING JUNE 30, 1887.

REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 29, 1887.

SIR: I have the honor to submit the following report of the work of this Bureau for the year ended June 30, 1887:

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, 1886.	June 30, 1887.	Increase.	Decrease.
Number of post-offices established during the year..	3,482	3,043	-----	439
Number of post-offices discontinued.....	1,120	1,500	380	-----
Net increase over previous year.....	2,362	1,543	-----	819
Whole number of post-offices.....	53,614	55,157	1,543	-----
Number filled by appointment of the President.....	2,244	2,336	92	-----
Number filled by appointment of the Postmaster-General.....	51,370	52,821	1,451	-----

Appointments during the year.

Appointments.	June 30, 1886.	June 30, 1887.	Increase.	Decrease.
On resignations and commissions expired.....	9,112	6,663	-----	2,249
On removals and suspensions.....	9,566	2,584	-----	6,982
On deaths of postmasters.....	587	580	7	-----
On establishment of new post-offices.....	3,482	3,043	-----	439
Total	22,747	13,070	2	9,670

Total number of appointments during the year.....	13,070
Number of post-offices discontinued.....	1,500
Names and sites changed with retention of incumbents.....	699

Total number of cases acted upon during the year..... 15,275

It will be seen from the above statement that the number of post-offices established during the past fiscal year was 3,043, a decrease of 439 as compared with the number established the previous year, and that the number of offices discontinued was 1,500, an increase of 380 over the number discontinued during the year ended June 30, 1886.

The increase in the whole number of post-offices was, therefore, smaller than for the previous year, having been only 1,543, as compared with 2,362 for the year ended June 30, 1886.

The increase and decrease in the number of offices, arranged by sections, States, and Territories, were as follows:

	Increase.	Decrease.	Net increase for 1887.	Net increase for previous year.
<i>New England States.</i>				
Maine	17			
New Hampshire	2			
Vermont				
Massachusetts	16			
Rhode Island	2			
Connecticut	8			
Total	45		45	50
<i>Middle States and District of Columbia.</i>				
New York	33			
New Jersey	7			
Delaware	4			
Maryland	39			
District of Columbia	1			
Pennsylvania	118			
Total	202		202	261
<i>Southern States and Indian Territory.</i>				
Virginia	74			
West Virginia	73			
North Carolina	63			
South Carolina	48			
Georgia	92			
Florida	29			
Alabama	31			
Mississippi	56			
Louisiana	36			
Texas	77			
Arkansas	53			
Missouri	59			
Tennessee	35			
Kentucky	54			
Indian Territory	15			
Total	785		785	1,444
<i>The three States and Territories of the Pacific slope.</i>				
Oregon	32			
California	49			
Nevada		8		
Washington	41			
Arizona	10			
Alaska				
Total	123	8	115	106
<i>The ten States and six Territories of the West and Northwest.</i>				
Ohio	71			
Indiana	43			
Michigan	26			
Illinois	37			
Wisconsin	22			
Iowa	5			
Minnesota	36			
Kansas	49			
Nebraska	3			
Colorado	8			
Dakota	39			
New Mexico	4			
Montana	19			
Wyoming	26			
Idaho	19			
Utah	7			
Total	396		396	501

The largest increase in the number of offices in any of the States and Territories during the year was as follows: Pennsylvania, 118; Georgia, 92; Texas, 77; and Virginia, 74.

There was a decrease in the number of offices in but one State—8 in Nevada.

There were seven States which, on the 30th of June, contained more than 2,000 offices each, as follows: Pennsylvania, 4,119; New York, 3,248; Ohio, 2,834; Virginia, 2,355; Illinois, 2,266; Missouri, 2,117; and North Carolina, 2,110, making altogether considerably more than one-third of the whole number of offices in the United States.

As a result of the annual adjustment of postmasters' salaries, which took effect July 1, 1887, 22 offices of the third class were reduced to the fourth class, and 2 offices of the fourth class were assigned to the third class, leaving 2,336 Presidential offices in operation at the beginning of the present fiscal year, an increase of 92 over the number reported the previous year. Divided into classes the numbers are as follows: First, 82; second, 435; and third, 1,819.

The number of money-order offices in operation June 30, 1887, was 7,745, an increase of 481 over the number reported the previous year. Of the whole number of this class 610 were in Illinois, 548 in Iowa, 520 in New York, 493 in Ohio, 430 in Pennsylvania, 406 in Kansas, 362 in Michigan, 343 in Missouri, and 326 in Indiana. The largest increase in any State during the fiscal year was 64 in Kansas.

The number of postmasters appointed during the year was 13,079.

The total number of cases acted upon, embracing discontinuances and names and sites changed with retention of incumbents was 15,275. The number of appointments made to fill vacancies caused by deaths of postmasters was 589.

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, B, and C appended to this report.

BOND DIVISION.

To the bond division belongs the work of recording the appointments of all postmasters, 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 newly appointed postmasters.

The aggregate of the business transacted during the past fiscal year ending June 30 last shows, in several items, quite a large decline from that of the previous fiscal year. The most marked is the falling off in the number of new bonds and the work connected therewith. The number of new bonds received and accepted during the fiscal year ending June 30, 1886, was 14,063; whereas during the fiscal year ending June 30 last they had declined to 3,277.

By your order of May 21, 1885, old bonds, which had run five years or over, were to be replaced by new ones. So generally had your order been complied with during the fiscal year ending June 30, 1886, that there remained comparatively but a few in number to be received during the fiscal year last past. This will explain the large diminution referred to.

As often as three times each year bonds are carefully examined, and if any are found whose date reaches the limit, new bonds are made and mailed for execution that they may displace the old ones.

The number of employés in the bond division during the fiscal year ending June 30 last has been reduced by five.

The work of the division can, it is believed, be successfully transacted by a still further reduction of two persons.

The following is a statement of the transactions of this division during the past fiscal year:

A statement of the operations of the bond division for the fiscal year ended June 30, 1887.

Number of Presidential cases recorded and upon which appointment papers, bonds, etc., were mailed	1, 140
Number of cases of the fourth class recorded and upon which appointment papers, bonds, etc., were mailed	14, 135
Number of appointment bonds examined, indorsed, and submitted to the Postmaster-General for approval	12, 273
Number of bonds returned for correction	3, 697
Number of appointment bonds filed	12, 273
Number of new bonds required under the Postmaster-General's order of May 21, 1885	3, 277
Number of new bonds required upon request of surety to be released	607
Number of new bonds required at the instance of the Third Assistant Postmaster-General	252
Number of new bonds required upon recommendations of post-office inspectors	183
Number of new bonds required in consequence of the extension of the money-order business	472
Number of new bonds required in consequence of the establishment of the postal-note business	384
Number of new bonds sent upon requests from postmasters	654
Total number of new bonds required	5, 829
Number of new bonds received, examined, indorsed, and submitted to the Postmaster-General for acceptance	5, 182
Number of new bonds reported to the Third Assistant Postmaster-General	682
Number of new bonds reported to the Auditor	5, 182
Number of bonds reported to the Money-Order Office	932
Number of new bonds filed	5, 182
Number of jackets prepared in sending new bonds	5, 829
Number of commissions prepared and mailed to postmasters	12, 313
Number of commissioned postmasters reported to the Auditor	12, 273
Number of commissioned postmasters reported to the Third Assistant Postmaster-General	12, 273
Number of commissioned postmasters reported for publication in the Postal Bulletin	12, 273
Number of commissioned postmasters reported to the Money-Order Office	2, 036
Number of blank designations and oaths mailed to acting postmasters	603
Number of designations and oaths of acting postmasters received, examined, indorsed, recorded, and filed	428
Number of acting postmasters reported to the Auditor	428
Number of circular letters sent on appointments, establishments, changes of names and sites, and discontinuances of post-offices	28, 270
Number of circulars sent with new bonds	10, 976
Number of circular letters relating to terms of service of postmasters sent	487
Number of circular letters sent to appointees delinquent in the execution of their bonds	1, 783
Number of circular letters accompanying bonds returned for correction	3, 697
Number of circulars accompanying commissions sent to postmasters	12, 273
Number of surety circulars sent to chief post-office inspector	3, 086
Number of circulars sent to postmasters delinquent in furnishing new bonds	1, 702
Number of circular letters sent notifying sureties of death of postmasters	603
Number of manuscript letters written	4, 144
Number of post-office inspector's reports on responsibility of sureties received, examined, and filed	2, 976
Number of blank oaths for assistant postmasters, clerks, and employes mailed	40, 137
Number of oaths of assistant postmasters, clerks, and employes received, examined, indorsed, and filed	31, 300
Number of establishments, discontinuances, and changes of names and sites of post-offices reported to the Second Assistant Postmaster-General	5, 782
Number of establishments, discontinuances, and changes of names and sites of post-offices reported to the Third Assistant Postmaster-General	4, 815
Number of establishments, discontinuances, and changes of names and sites of post-offices reported to the equipment division	4, 815

Number of new offices reported to the division of post-office supplies.....	2,918
Number of discontinuances reported to the Auditor	1,338
Number of entries made on the books of the division	70,032
Number of current records in use	36
Number of blank forms in use	75

DIVISION OF CORRESPONDENCE.

This division has charge of the miscellaneous correspondence of the Department; instructions to postmasters in regard to the discharge of their duties; the construction of the postal laws and regulations; the adjustment of controversies between postmasters and the public, and the classification of mail matter.

The following is a summary of the work performed during the fiscal year ended June 30, 1887:

Number of letters written to postmasters and private individuals, involving the construction of postal laws and regulations	15,639
Number of telegrams sent in reply to communications requiring the immediate action of the Department.....	82
Number of newspaper and periodical publications claiming the right of admission to the mails as second-class matter examined and accepted....	3,925
Number of newspaper and periodical publications claiming the right of admission to the mails as second-class matter examined and rejected ...	219
Amount of money collected from publishers of second-class matter for violation of law in mailing third-class matter inclosed with their publications at the second-class rate.....	\$3,122.37

These collections were made through the office of the Third Assistant Postmaster-General, and were the result of decisions made by this division.

DIVISION OF POST-OFFICE SUPPLIES.

This division supplies post-offices of the fourth class with eight-ounce letter-balances, facing-slips, canceling ink, stamping-pads, postmarking, rating, and canceling stamps, 38 forms of blanks, and, if the salary of the postmaster be \$50 per annum or more, with twine and wrapping paper.

Offices of the third class are furnished, in addition to the above, with 31 forms of blanks, 4-pound scales, and, when necessary to weigh second-class matter, 62 and 240 pound scales.

Offices of the first and second classes are furnished, in addition to the above, with test-weights, 600-pound scales when necessary, 18 forms of blanks pertaining to the free-delivery system, and with 77 items of stationery.

The Department proper is furnished with 80 items of stationery, blanks, blank books, labels, records, registers, etc.

WORK DONE BY DIVISION.

The number of requisitions briefed, filled, and filed for the various classes of articles furnished for the fiscal years ended June 30, 1885, June 30, 1886, and June 30, 1887, is shown by the following:

TABLE I.

Class of articles.	1884-'85.	1885-'86.	1886-'87.
Twine and wrapping paper.....	34,600	39,506	51,857
Marking and rating stamps.....	17,529	21,537	24,485
Letter balances and scales.....	3,728	3,170	4,122
Blanks and books.....	104,083	135,289	102,723
Canceling ink and pads.....	(*)	3,150	9,868
Stationery.....	2,700	3,175	4,095
Total.....	162,640	205,827	287,055

* No appropriation.

The number of packages, registered packages, sacks, and cases of goods sent out for the same period of time is shown by the following :

TABLE 2.

Nature of shipment.	1884-'85.	1885-'86.	1886-'87.
Packages.....	160,000	200,000	266,563
Packages registered.....	535	600	1,008
Sacks.....	11,000	15,557	27,884
Cases.....	427	450	1,600
Total.....	171,962	216,607	297,055

The following table shows quantity of the principal contract articles furnished for the fiscal years ended June 30, 1885, June 30, 1886, and June 30, 1887. Owing to the absence of complete records prior to the present fiscal year, the comparative statement as to articles of stationery, etc., furnished, is incomplete :

TABLE 3.

Articles.	1884-'85.	1885-'86.	1886-'87.
Blanks.....	51,469,447	57,674,302	60,468,900
Books.....	87,107	125,414	112,403
Facing slips.....	65,146,760	120,644,680	193,091,700
Marking, rating and and canceling stamps.....	21,229	13,230	17,569
Cotton twine..... pounds.....	130,000	100,000	102,700
Jute twine..... pounds.....	500,000	590,000	560,000
Hemp twine..... pounds.....	210,000	146,000	115,452
Letter balances and scales.....	3,728	3,070	2,180
Wrapping paper..... reams.....	17,313	20,837	21,747
Canceling ink..... pounds.....	(*)	11,100	13,675
Inking pads.....	(*)	5,475	10,411
Letter-heads and follow sheets.....			6,715,200
Card blotter..... sheets.....			80,160
Card-board..... sheets.....			13,309
Scratch blocks.....			11,488
Slide labels.....			500,200
Examination cards.....			295,000
Envelopes.....			1,700,000
Rubber bands..... gross.....			3,765
Rubber bands..... pounds.....			4,552
Rubber erasers.....			5,287
Pens..... gross.....			7,503
Pen-holders.....			61,828
Lead-pencils.....			145,390
Writing inks..... bottles.....			13,605
Mucilage..... bottles.....			5,053
Mucilage and inkstands.....			5,306
Sponge cups and paper weights.....			2,750
Steel erasers and envelope knives.....			2,762
Shears.....			1,245
Rulers and folders.....			1,588
Carbon and semi-carbon paper..... sheets.....			75,780
Rubber stamps.....			1,750
Press-copy books.....			1,075
Copying and blotting pads.....			1,228
Thumb-tacks.....			3,528
Paper-fasteners.....			124,000
Pen-racks.....			12,000
Seal papers.....			13,500
Sealing-wax..... pounds.....			8,512
Pins..... boxes.....			1,010
Pins..... papers.....			3,774
Sponge..... pieces.....			5,280

* No appropriation.

The amount of the more important portions of clerical labor performed for the fiscal years ended June 30, 1885, June 30, 1886, and

June 30, 1887, is shown by the following table. Minor duties, though occupying considerable time of the employés, are omitted for the sake of brevity:

TABLE 4.

Work.	1884-'85.	1885-'86.	1886-'87.
Entries of record, wrapping paper and twine	4,309	4,506	7,099
Entries of record, stamps	17,529	16,538	21,768
Entries of record, scales	3,728	3,170	4,122
Entries of record, ink and pads .....	.....	3,150	9,868
Entries of record, journals .....	.....	3,744	4,095
Entries of record, ledgers .....	.....	3,744	4,095
Entries of record, order books .....	.....	1,212	1,939
Entries of record, itemized accounts .....	.....	.....	18,576
Entries of Government Printing Office	15,173	15,337	16,870
Entries of record, on sheets .....	.....	.....	30,520
Accounts kept, itemized .....	.....	.....	130
Accounts kept, dollars and cents .....	.....	466	489
Inspection reports .....	.....	.....	953
Orders on contractors .....	.....	535	853
Labels and tags written	172,000	216,000	297,055
Letters written	1,842	1,950	4,087
Receipts written	8,800	10,306	12,549
Memo, bills filed .....	.....	642	978
Duplicate bills passed .....	.....	324	489
Books of record and P. C. books	27	33	46

The appropriation and expenditures for the fiscal years ended June 30, 1885, June 30, 1886, and June 30, 1887, are shown by the following, omitting cents for convenience:

TABLE 5.

	Appropriation, 1884-'85.	Expended, 1884-'85.	Appropriation, 1885-'86.	Expended, 1885-'86.	Appropriation, 1886-'87.	Expended, 1886-'87.
Wrapping paper	\$35,000	\$34,997	\$35,000	\$22,916	\$30,000	\$29,971
Twine	82,277	70,149	85,000	69,632	80,000	63,413
Balances and scales	25,000	17,802	20,000	1,302	10,000	1,043
Ink, pads, and stamps	25,000	10,233	20,000	12,576	20,000	20,938
Stationery, Post-Office Department	9,000	7,736	12,600	8,590	12,600	7,514
Stationery, first and second class offices	65,000	46,914	65,000	41,039	55,000	46,450
Printing, etc	189,000	160,000	178,612	174,055	180,000	1162,403
Total	421,277	365,851	410,212	336,110	397,600	331,738

* An exigency order for 1,500 reams wrapping paper, amounting to \$2,200.95, was made as the appropriation was exhausted.

† Balance reserved by printer as percentage of his current expenses.

The sum of the appropriations for the fiscal year ended June 30, 1887, amounted to \$397,600, and the expenditures were \$331,740.77, about 83 per cent. of the appropriations. This left at the end of fiscal year \$65,859.23 unexpended, in addition to which there was on hand stock amounting, as per inventory, to \$35,120.05.

WRAPPING PAPER.

As shown in Table 5, the appropriation of \$30,000 for wrapping and facing-slip paper was exhausted, and an exigency order for 1,500 reams facing-slip paper was made, amounting to \$2,200.95, the demands of the service requiring that amount to carry the post-offices and railway mail service through the fiscal year. This result was brought about by a

reduction of the appropriation for the fiscal year ended June 30, 1887, of \$5,000; by the demands of the service for a better grade of paper for facing-slips, which was contracted for at an advance of 31 cents per ream as compared with the price paid for the fiscal year ended June 30, 1886; from the increased demand for the slips, they being used to a great extent in the place of wooden tags and card slide-labels, and from the advance in price of an especial manufactured paper. As shown by Table 3, there were furnished to the post-offices and the railway mail service 193,091,700 facing-slips, and 21,747 reams wrapping paper during the fiscal year ended June 30, 1887, as against 120,644,680 facing-slips and 20,837 reams wrapping paper for the previous year. This is an increase of 72,447,020 slips and 910 reams paper. This does not, however, show the whole amount of slips used, as some of the larger post-offices and the divisions of the Railway Mail Service printed their own slips, no report of which is made to the Department. Contracts were made in July, 1886, by which the slips were printed for 4½ cents per thousand, but for the fiscal year ending June 30, 1888, the contract price has been reduced to 4 cents per thousand.

It is estimated that an increase of this appropriation to \$40,000 will be required to meet the demands of the service for the fiscal year ending June 30, 1889.

TWINE.

There was expended from the appropriation of \$80,000 for wrapping twine the sum of \$63,413.47 (see Table 5), leaving to the credit of the appropriation \$16,586.53. The amount of wrapping twine issued for the year ended June 30, 1886, was 836,000 pounds (see Table 3), while the total amount issued for the present fiscal year was 778,152 pounds, a decrease in issue of 57,848 pounds.

This decrease accounts in part for the large balance remaining unexpended. Until the last quarter of the year it was impossible to procure from the contractors jute twine in sufficient quantities to fully supply the requirements of postmasters and the Railway Mail Service; hence this particular twine was issued in small quantities, to the great annoyance of postmasters and division superintendents, and often to the detriment of the service. With the present prompt delivery, the issue of this twine will largely increase, but the substitution of a coarse jute twine at a greatly reduced price for the hemp twine heretofore issued, will materially reduce the cost of twine in general. Taking into consideration, however, the price paid for jute twine, the increased number of pounds likely to be issued and the natural growth of the service, it is not considered prudent to reduce the appropriation.

It is estimated that the sum of \$80,000 will be required to meet the demands for wrapping twine for year ending June 30, 1889.

BALANCES AND SCALES.

Table 5 shows that from the appropriation of \$10,000 for letter balances and scales there has been expended the sum of \$1,043.62, leaving to the credit of the appropriation \$8,956.38. When the contracts were made in July, 1886, as there remained on hand from the previous year's stock 1,755 8-ounce balances, which was considered sufficient to carry the Department through the fiscal year, no contract was made for this item. It was found, however, before the end of the third quarter that the 1,755 balances had been issued; and before the end of the fiscal year orders had accumulated to the number of 903. As it was not thought

advisable to purchase these balances on an exigency order, the accumulated requisitions were held over to be supplied from contract for fiscal year ending June 30, 1888. Had the 903 balances been purchased, the cost of the same amounting to \$2,483.25, it would have reduced the amount remaining to the credit of the appropriation to \$6,473.13. Owing to the inspections ordered for all fourth-class post-offices, the demand for balances and scales has greatly increased. For thirty-nine weeks, from July 1, 1886, to April 1, 1887, the average of orders received was 52 per week, and from April 1, 1887, to September 1, 1887, twenty-one weeks, the average was 80 per week, an increase of 28 per week. As the average of 80 orders for scales per week does not show the full number likely to be received when the inspections are thoroughly organized, it is estimated that 100 orders per week will be nearer the mark. Taking the average price paid for the different scales this year, \$3.74, it is shown that the present appropriation is too small to cover the cost, and should the inspections extend largely into the coming year, which is likely to be the case, the appropriation would have to be materially increased to meet the demands upon it.

It is estimated that an appropriation of \$15,000 will be required to meet the demands of the service for the year ending June 30, 1889.

STAMPS, INK, AND PADS.

The appropriation for stamps, ink, and pads for the year ended June 30, 1887, was \$30,000, and the expenditures were \$20,938.08 (see Table 5), leaving a balance of \$9,061.92. There were issued during the year 17,500 stamps, 13,575 pounds of ink, and 10,411 pads (see Table 3). This was an increase of issues over previous year of 4,270 stamps, 2,475 pounds of ink, and 4,936 pads. The rapid increase in the demands for these articles is shown by a comparison of the issues for the months of July and August, 1886, with those of the corresponding months of the year 1887, which shows that an excess of 809 stamps, 888 pounds of ink, and 1,671 pads were issued during the two months of the year 1887 over the corresponding months of the previous year. This is accounted for, as in the case of balances and scales, by the inspections now being made. As only about one-quarter of the offices have been supplied with these articles this year, consuming over two-thirds of the appropriation, and as these inspections are likely to continue into the following year, the necessity of an increased appropriation will be apparent.

It is estimated that an appropriation of \$40,000 will be required for the fiscal year ending June 30, 1889.

STATIONERY, FIRST AND SECOND CLASS.

The appropriation for stationery for offices of the first and second classes for the year ended June 30, 1887, was \$55,000. From this amount there have been expended \$46,456.19 (see Table 5), leaving a balance in favor of the appropriation of \$8,543.81. Included in this amount expended is \$500, the estimated amount necessary to cover all outstanding authorized expenditures of first and second class postmasters, where quarterly accounts have not been presented, and which are chargeable to this appropriation. This good showing is the result of the advantageous contracts made for this year, and the painstaking manner in which the supplies have been cared for and distributed. Prior to June 30, 1886, there was no inventory kept of the amount of stock on hand at the close of each year's business, consequently no comparison can be

made with years previous to that date. During the fiscal year 1885-'86 there was expended the sum of \$41,039, leaving stock on hand to the value of \$13,599.93. During the year 1886-'87 there were purchased and paid for out of this appropriation stock and miscellaneous supplies to the amount of \$46,456.19, and there was on hand June 30, 1887, stock valued at \$22,658.94. Comparing the amounts expended for the two years, 1885-'86 and 1886-'87, amounting to \$41,039.64 and \$46,456.19, respectively, it would seem that a greater sum was used during the latter period than was necessary to perform the same service for the previous year, but by contrasting the inventories of stock on hand at the close of each year, \$13,599.93 and \$22,658.94, respectively, and adding to the last-named amount the cost of extra supplies necessary to meet the demands of the natural growth of the service and the furnishing of supplies to the 9 divisions of the railway mail service, the 12 post-office inspectors in charge, and the 22 additional second-class offices established, amounting to \$2,976, not heretofore furnished, it will be shown that a better and more extended service has been performed during the last-named period at a reduced cost to the Department.

It is estimated that it will require \$55,000 to meet the exigencies of the service for the fiscal year ending June 30, 1889.

STATIONERY, POST-OFFICE DEPARTMENT.

The appropriation and expenditures for stationery and free-penalty envelopes for the Post-Office Department for the year ended June 30, 1887, was \$12,600 and \$7,514.35, respectively (see Table 5), leaving a balance of \$5,085.65 unexpended. During the year 1885-'86 there was expended the sum of \$8,590.08, the stock on hand at the close of the year amounting to \$3,065.03. For the year 1886-'87 there were paid out of this appropriation \$7,514.35, and on hand June 30, 1887, supplies valued at \$2,746.42. By comparing the amounts expended for the two years 1885-'86 and 1886-'87, \$8,590.08 and \$7,514.35, respectively, and the stock on hand as shown by the inventories for the same periods, \$3,065.03 and \$2,746.42, it will be shown that while the inventory stock on hand June 30, 1886, exceeds in value that for the same period ending June 30, 1887, by \$318.61, this amount is offset by the difference in the expenditures for the two years of \$1,075.73, or an actual reduction of the cost of supplies for the use of the Department of \$757.12 for the year ended June 30, 1887, as compared with the previous year.

This reduction in the cost of supplies furnished the Department is due to the same causes assigned in the case of the appropriation for offices of the first and second classes—the order prohibiting the indiscriminate issuing of supplies to clerks and messengers, and from the more economical use of articles issued to the different bureaus and divisions. As in the case of stock remaining on hand for post-offices of the first and second classes prior to the fiscal year 1885-'86, no inventory was kept; therefore, comparison can not be made with years prior to that date.

From the lack of knowledge of the demands likely to be made upon this appropriation for the year 1888-'89, I am unable to give an opinion as to the advisability of an increase or reduction of the appropriation, and submit the estimate at the same amount as for the present year.

PRINTING AND BINDING.

From the appropriation of \$180,000 for printing, binding, etc., there have been furnished by the Government Printer 60,581,303 blanks,

books, etc. (see Table 3), at a cost of \$162,403.24 (see Table 5), leaving apparently an unexpended balance of \$17,596.76. This, however, is not the fact, as requisitions were made upon the Government Printer for blanks, books, etc., the demands of the service requiring the same, sufficient to have reduced this apparent balance to a nominal amount, but were held up by him until the beginning of the present fiscal year, for the purpose of retaining a sufficient amount of this appropriation to cover the Post-Office Department's proportion of his current expenses. The amount thus retained is about 9½ per cent. of the appropriation. There was an actual increase of 2,781,587 blanks, books, etc., furnished for the year ended June 30, 1887, and if the number were added for which requisitions were made and held up by the Government Printer, a larger increase would be shown. In view of this fact, and the increased demands likely to be made upon this appropriation from the natural growth of the service, an addition should be made to this appropriation of at least 15 per cent.

It is estimated that an appropriation of \$207,000 will be required to meet the demands for the fiscal year ending June 30, 1889.

Estimate of appropriations for fiscal year ending June 30, 1889.

Wrapping and facing-slip paper.....	\$40,000
Wrapping twine.....	80,000
Letter balances and scales.....	15,000
Postmarking, rating, and canceling stamps, ink, and pads.....	40,000
Stationery, first and second class post-offices.....	55,000
Stationery and free-penalty envelopes, Post-Office Department.....	12,600
Printing, binding, etc.....	207,000
Total.....	449,600

The present clerical force of this division consists of 19 clerks, messengers, and laborers. This number is insufficient to do the work required in the business manner and with the attention to details that the quantity and value of the articles demand. Table 5 shows that articles to the value of \$331,740.70 were received and issued from this division for the year ended June 30, 1887. To handle and account for the articles representing this amount, consisting of thousands of tons and millions of articles, in a prompt and accurate manner requires an amount of manual labor and clerical work that the present force is inadequate to perform.

The want of sufficient store room nearly doubles the amount of labor required, both manual and clerical, to supply the demands made upon this division. The present system of book-keeping as applied to articles issued to first and second class post-offices, representing a money valuation, should be introduced for all offices, thereby preventing duplicate orders being filled, excessive demands being made from carelessness or otherwise, and in order to better know the wants and requirements of the different post-offices. Receipts covering items should be required from all postmasters where the articles issued represent a money valuation of amount sufficient to demand the same, but particularly so in the case of stationery issued to first and second class offices, postmasters frequently claiming that they have not received certain supplies weeks and months after the records of this office show that the goods have been forwarded.

Sufficient force should also be at hand to take accurate account of all blanks and books received from the Government Printer and goods from contractors. All of this, however, has been attempted so far as

possible with the force at hand, but with only partially satisfactory results. The rapidly increasing correspondence required to understandingly carry on the business of this division demands a stenographer and type-writer.

It would seem that the interests of the Department would be better served by relieving the Superintendent from the clerical work of the correspondence, thereby enabling him to devote more time to the general details of the division.

I would, therefore, respectfully request that an allotment of eight men be made to this division, consisting of six clerks, inclusive of the stenographer and type-writer, and two messengers or laborers.

SALARY AND ALLOWANCE DIVISION.

The duties of the Salary and Allowance division may be briefly stated as follows:

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 supervision and regulation of the box-rent rates, and the deposits for keys for lock-boxes; and the management of the large and constantly increasing correspondence relative to the subject-matter stated.

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

The duties of the division have been more than doubled, 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 fourth 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 quarters ended March 31, 1887.

Additional duties have also been imposed upon the division by the act of Congress 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 shown in the following tabulated statement, viz :

Tabulated statement of the operations of the Salary and Allowance Division for the fiscal year ended June 30, 1887.

Items.	Fiscal year 1886-'87.	
	Total number.	Aggregate allowance.
Letters received	29,834	
Letters written	35,568	
Circular letters sent out	25,314	
Allowances for clerk-hire made	4,437	
Total amount allowed for clerks in post-offices		\$5,391,572.00
Allowances for clerk-hire declined	2,455	
Allowances for rent, fuel, and light made	1,359	
Total amount allowed for rent, fuel, and light		496,705.50
Allowances for rent, fuel, and light declined	683	
Allowances for miscellaneous items made	6,726	
Total amount allowed for miscellaneous items		
Allowances for miscellaneous items declined	3,131	
Allowances for furniture made	654	
Total amount allowed for furniture		24,630.26
Allowances for furniture declined	907	
Allowances for stationery declined		
Allowances for advertising made	207	
Total amount allowed for advertising		9,906.28
Allowances for advertising declined	213	
Cases sent to chief post-office inspector for information	426	
Fourth-class offices reported by the Auditor, where the annual compensation of the postmaster amounts to \$1,000, exclusive of money-order commissions	118	
Fourth-class offices assigned to the Presidential class	118	
Aggregate amount required to pay the salaries of postmasters at the above Presidential offices (118) for one year		124,200.00
Special adjustments of postmasters' salaries	119	
Aggregate sum required to pay the above increased salaries for one year		124,300.00
Postmasters' salaries reduced and discontinued	4	
Aggregate amount saved by salaries reduced and discontinued, as above		6,700.00
Total number of salaries of postmasters adjusted during the year	2,478	
Aggregate amount of salaries involved in the (2,478) adjustments, as above		4,004,600.00
First-class post-offices (salary of postmaster \$3,000 to \$6,000 a year)	82	
Second-class post-offices (salary of postmaster \$2,000 to \$2,900 a year)	435	
Third-class post-offices (salary of postmaster \$1,000 to \$1,900 a year)	1,810	
Total number of Presidential post-offices, June 30, 1887	2,336	
Total amount required for salaries, Presidential postmasters, as above, (2,336) for one year		3,880,300.00
Allowances for clerk-hire reduced and discontinued	1,107	
Amount saved by clerk-hire reduced and discontinued		212,892.00
Allowances for rent, fuel, and light reduced and discontinued	76	
Amount saved by rent, fuel, and light reduced and discontinued		18,379.00
Applications for readjustment of postmasters' salaries, under act of March 3, 1883, received and placed on file	61,040	
Applications under act of March 3, 1883, reviewed to date	54,453	
Number found below the 10 per cent. requirement of law	32,880	
Total number allowed to date	21,573	
Aggregate amount allowed for back pay of postmasters to date		1,050,915.06
Employés (average)	6.2	
Employés, review of postmasters' salaries (average)	11.5	

* Postal and money-order.

The number of letters received during the fiscal year ended June 30, 1887, amounted to 29,834, an increase of 5,803, or 24.1 per cent., as compared with 1886; and 7,961, or 36.4 per cent. more than the number for the year 1885. The number of letters written amounted to 35,568, an increase of 5,463, or 18.1 per cent. over 1886. Twenty-five thousand three hundred and fourteen circular-letters were sent out, an increase of 10,228, or 67.8 per cent. as compared with 1886.

Four thousand seven hundred and thirty-seven allowances for clerk-hire were made, an increase of 1,325, or 38.8 per cent., as compared with 1886. The number of applications for clerk-hire declined was 2,455, an

increase of 728, or 42.1 per cent. as compared with the year 1886. These applications were occasioned chiefly by the operation of the act of June 29, 1886, relative to money-order clerk-hire.

One thousand three hundred and fifty-nine allowances for rent, fuel, and light, were made, being an increase of 6, as compared with 1886.

Six hundred and eighty-three applications for allowances for rent, fuel, and light, were declined, being an increase of 15, as compared with 1886.

Six hundred and fifty-four allowances for furniture for post-offices were made; and 907 applications for furniture were declined.

Two hundred and seven allowances for advertising were made, the aggregate amount allowed being \$9,966.28; and 243 applications for advertising were declined.

One hundred and eighteen post-offices of the fourth class were reported by the Auditor where the annual compensation of the postmaster amounted to \$1,000 for four quarters exclusive of money-order commissions. All of the said offices (118) were assigned to the third class; the aggregate of the salaries of the postmasters thereat making a total of \$124,200, an increase of 61 offices and \$63,200 for compensation of postmasters as compared with 1886.

The special adjustments of postmasters' salaries numbered 119, involving the aggregate amount of \$124,300 for salaries of postmasters.

There were 4 salaries of postmasters reduced and discontinued, making a saving of \$6,700.

The total number of salaries of Presidential postmasters adjusted during the year amounted to 2,478, and the aggregate amount involved for salaries in all the adjustments amounted to \$4,004,600.

The allowances for clerk-hire reduced or discontinued during the year numbered 1,107, making a saving of \$212,898.

Seventy-six allowances for rent, fuel, and light were reduced or discontinued during the year, making a saving of \$18,379.

From April 7, 1884, the date when the work of reviewing and readjusting the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes, under the act of Congress approved March 3, 1883, was assigned verbally to this division by the Postmaster-General, 61,040 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 54,453. Of this number 21,573 have been allowed, involving the aggregate additional amount for compensation or back pay of postmasters of \$1,050,915.66. Thirty-two thousand eight hundred and eighty applications were reviewed and found to be below the 10 per cent. requirement of law, or for periods outside the dates defined by the said act.

A tabulated statement is herewith respectfully submitted showing the operations of the division for the fiscal years 1880, 1881, 1882, 1883, 1884, 1885, 1886, and 1887, with the increase of work since 1880:

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, 1886, and 1887, and increase of work since 1880.

Items.	Fiscal year ended June 30—								Increase of work of 1887 over 1880.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
Letters received.....	4,898	4,255	8,806	10,520	17,837	21,873	24,031	20,834	24,936
Letters answered.....	5,160	4,751	7,398	10,002	21,393	28,332	30,105	35,568	30,408
Circular letters sent out			13,603	14,483	21,228	24,944	15,086	25,314	25,314
Allowances for clerk-hire made.....	1,336	1,694	2,280	2,758	3,917	3,352	3,412	4,737	3,401
Allowances for clerk-hire declined.....	1,929	1,603	1,094	2,604	1,310	1,688	+1,727	2,455	526
Allowances for rent, fuel, and light made.....	392	379	490	2,461	2,518	1,600	1,353	1,359	907
Allowances for rent, fuel, and light declined.....	223	144	171	622	967	507	668	683	400
Allowances for miscellaneous items made.....	484	703	3,177	4,970	4,551	4,709	4,983	6,726	6,242
Allowances for miscellaneous items declined.....	96	534	855	2,501	1,613	1,356	2,130	3,131	3,035
Allowances for furniture made.....	160	117	258	543	647	578	523	654	488
Allowances for furniture declined.....	590	337	244	915	779	595	720	907	311
Allowances for stationery made.....	615	635	2,028	3,230	(*)				
Allowances for stationery declined.....	10	19	918	1,128	207	50	128		
Allowances for advertising made.....			21	308	218	232	240	207	207
Allowances for advertising declined.....			30	120	116	130	214	243	243
Cases referred to chief post-office inspector.....	43	34	189	308	283	89	278	426	378
Special adjustments postmasters' salaries.....		251	238	340	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	+57	118	1
Presidential offices relegated to the fourth class.....			9	15	97	134	45	22	22
Fourth-class offices assigned to the third class.....	99	113	145	174	248	44	+57	118	19
Lease cases prepared.....			33	176	37	(‡)	(‡)		
Leases in operation.....			313	2.8	298	(‡)	(‡)		
Cases of all kinds made special.....		117	787	378	194	181			
Discontinued rent, fuel, and light.....			5	22	217	110	107	76	76
Discontinued clerk-hire.....			17	217	92	720	122	1,107	1,107
Presidential post-offices.....	1,764	1,863	2,403	2,176	2,323	2,233	2,244	2,336	572
Claims for readjustment of postmasters' salaries under act of March 3, 1883.....				6,537	26,892	16,521	11,867	11,180	11,180
Railway-mail allowances made.....		\$74							
Employés (average).....	3	3	4	5	7	11	+13	17.0	14.6

+ Decrease.

* Transferred to division of post-office supplies.

† Relative to stationary, fiscal year ended June 30, 1883.

‡ Transferred to law and lease clerk.

§ Transferred to office of Second Assistant Postmaster-General.

|| Eight employés on review of postmasters' salaries (1885 and 1886).

¶ Eleven + employés on review of postmasters' salaries (1887).

ADJUSTMENT OF PRESIDENTIAL POSTMASTERS' SALARIES.

In compliance with the requirements of the act of Congress approved March 3, 1883, making provisions for annual instead of biennial adjustments, as heretofore, the fourth 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 ended March 31, 1887, to take effect July 1, 1887.

This adjustment was made as usual upon the gross receipts for one year or four quarters at the new or reduced rate of postage. The salaries of postmasters at 2,359 post-offices were reviewed. The review resulted in 82 post-offices being assigned to the first class, 435 to the second class, and 1,819 to the third class. This was a net increase of 7 first-class offices, 35 second-class offices, and 50 third-class offices from the date named. Two new offices (third class) were added to the Presidential list from July 1, 1887; 22 offices (all third class) were relegated to the fourth class from the same date, making the total number of Presidential offices July 1, 1887, 2,336, an increase of 92 offices, or 4+ per cent., as compared with the number of offices July 1, 1886.

The aggregate amount required to pay the salaries of Presidential postmasters was \$3,880,300, an increase of \$194,800, or 5+ per cent., as compared with the same item July 1, 1886.

The grand total of gross receipts which accrued at the Presidential offices for the four quarters ended March 31, 1887, amounted to \$35,176,161.67, being an increase of \$2,684,610.09, or 8+ per cent., as compared with the receipts as shown by the adjustment which took effect July 1, 1886.

The aggregate of the salaries of postmasters will absorb 11.03 per cent. of the revenue of the Presidential offices, being 0.31 per cent. less than the percentage shown by the adjustment of 1886.

The grand total of the gross receipts which accrued at these offices for the four quarters ended March 31, 1887, is 74.84 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, July 1, 1886, and July 1, 1887, are herewith stated, viz :

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 by postmasters' salaries.	Per cent. of entire revenue of Post-Office 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	33,031,697.33	11.50	74.60
July 1, 1885.....	2,233	3,030,600	1,625	31,792,220.55	11.42	75.36
July 1, 1886.....	2,244	3,685,500	1,642	32,401,551.58	11.34	74.07
July 1, 1887.....	2,336	3,880,300	1,661	85,174,161.67	11.03	74.64
Average.....	2,266	3,744,520	1,653	33,205,377.02	11.29	74.67

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, 1887, 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, 1887.

States.	Number of Presidential post-offices; adjustment of July 1, 1887.	Aggregate salaries of postmasters.	Aggregate receipts, four quarters ended March 31, 1887.
Alabama.....	19	31,500	\$171,945.62
Alaska.....			
Arizona.....	4	7,100	23,537.13
Arkansas.....	17	27,100	114,904.63
California.....	65	110,500	1,039,529.84
Colorado.....	29	46,400	292,325.33
Connecticut.....	53	95,200	690,240.75
Dakota.....	46	68,100	214,028.30
Delaware.....	6	10,100	68,327.37
District of Columbia.....	1	5,000	330,917.24
Florida.....	17	30,000	138,066.96
Georgia.....	29	49,000	352,637.48
Idaho.....	5	5,700	16,989.97
Illinois.....	178	282,400	3,298,657.47
Indiana.....	87	144,000	756,535.62
Indian Territory.....			
Iowa.....	124	198,500	908,893.95
Kansas.....	110	176,200	707,946.36
Kentucky.....	39	64,000	457,278.61
Louisiana.....	12	19,200	314,464.43
Maine.....	38	62,000	360,617.18
Maryland.....	19	32,100	616,452.70
Massachusetts.....	126	224,600	2,824,334.75
Michigan.....	108	177,600	1,685,138.13
Minnesota.....	51	80,600	727,363.83
Mississippi.....	24	34,400	108,923.84
Missouri.....	75	118,400	1,532,273.75
Montana.....	11	18,700	81,286.25
Nebraska.....	74	168,300	494,356.14
Nevada.....	7	10,000	29,701.62
New Hampshire.....	32	50,800	213,901.49
New Jersey.....	64	116,800	779,400.61
New Mexico.....	8	13,100	41,838.92
New York.....	219	382,000	7,717,720.95
North Carolina.....	24	38,500	144,675.18
Ohio.....	136	241,300	2,215,053.31
Oregon.....	14	22,300	130,776.08
Pennsylvania.....	169	287,700	3,348,118.38
Rhode Island.....	11	22,500	297,458.96
South Carolina.....	18	27,200	134,935.85
Tennessee.....	26	42,700	353,258.94
Texas.....	73	115,800	535,773.73
Utah.....	5	9,000	56,423.64
Vermont.....	25	41,200	164,108.68
Virginia.....	31	51,500	353,783.15
Washington.....	13	20,500	71,569.51
West Virginia.....	15	23,900	197,359.23
Wisconsin.....	77	124,100	727,833.10
Wyoming.....	5	8,600	35,519.51
Total.....	2,336	3,880,300	35,176,161.67

Grand total gross receipts..... \$35,176,161.67
 Grand total postmasters' salaries..... 3,880,300.00
 Percentage of gross receipts absorbed by salaries..... 11.03

The grand total of gross receipts of Presidential offices for the four quarters ended March 31, 1887, amounted to 74.84 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 previous reports (see Report of the Postmaster-General for the fiscal year ended June 30, 1885, pages 217, 218, and 219, and Report for 1886, pages 155, 156, and 157) a summary of the work of reviewing 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, has been given from the time the work was placed in my charge by Judge Gresham, April 7, 1884, to and including the completion of the second schedule for the State of Arkansas, August 17, 1886. Since that date the work has progressed as rapidly as possible with the limited clerical force at command, and the second schedules for thirty-seven States and Territories have been completed as follows: California, Arizona, Colorado, Connecticut, Dakota, Delaware, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Indian Territory, Kansas, Kentucky, Maine, Louisiana, Vermont, Mississippi, Rhode Island, Maryland, Massachusetts, Michigan, Montana, New Mexico, Washington Territory, Nevada, Utah, South Carolina, Oregon, Nebraska, North Carolina, New Hampshire, Minnesota, New Jersey, Missouri, and New York. The second schedules for the other States and Territories are being completed as rapidly as possible. The second schedule for the State of Ohio is now in process of review.

Fifty-four thousand four hundred and fifty three claims have been reviewed, and 21,573 have been allowed; 32,880 were found to be below the 10 per cent. requirement of the law, or for periods outside the dates defined by the act. At the present time, including the claims for the second schedule of Ohio, 6,578 claims are on file for consideration. This is the total number of claims that can be considered, as the act of Congress approved August 4, 1886, limited the presentation of claims to January 1, 1887.

The total amount allowed as additional compensation to date, including the amount reported as stated in the report for 1886, which was unprovided for at the last session of Congress, is \$1,050,915.66. This sum exceeds the amounts appropriated by Congress to date by \$435,435.70, the aggregate amount appropriated by Congress being 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
Total.....	603,904.49
Total amount allowed to date.....	1,050,915.66
Unappropriated for to date.....	435,435.70

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

Statement showing progress of the work of reviewing the adjustment of the salaries of postmasters 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	86	38	\$10,880.00	\$3,392.14
June 9	Indiana	1	565	222	64,035.79	16,892.13
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	492.50	51.85
25	Florida	1	57	10	8,709.04	2,834.06
25	Colorado	1	50	8	660.83	217.32
July 2	Kansas	1	173	66	13,251.53	3,485.93
2	Arkansas	1	26	13	3,885.11	1,566.02
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	622.64
30	Illinois	1	1,722	546	164,677.33	38,747.72
30	Kentucky	1	215	70	19,482.30	5,804.25
30	Louisiana	1	75	15	7,001.56	1,947.66
30	Maine	1	497	140	30,190.73	7,657.26
30	Maryland	1	212	61	21,135.95	12,401.77
Sept. 8	Massachusetts	1	466	111	62,121.77	13,380.55
25	Michigan	1	753	234	46,180.42	10,047.69
Oct. 1	Minnesota	1	493	130	20,515.13	5,260.72
3	Mississippi	1	100	26	10,778.96	2,905.61
Nov. 12	Missouri	1	607	165	44,080.07	13,994.72
12	Nevada	1	17	7	3,568.66	943.16
13	New Mexico	1	17	4	444.19	155.45
13	Oregon	1	42	12	4,033.64	1,138.53
15	Nebraska	1	174	31	4,747.89	2,138.48
29	New Hampshire	1	375	107	22,879.67	5,409.13
Dec. 2	Montana	1	13	2	358.00	176.83
15	New Jersey	1	542	128	20,225.30	0,289.94
1885						
Mar. 20	New York	1	3,344	1,107	306,894.56	77,059.24
23	North Carolina	1	334	110	21,833.96	4,867.40
July 13	Ohio	1	4,283	2,039	366,177.71	101,522.03
Nov. 18	Pennsylvania	1	5,139	2,514	393,414.52	111,416.51
Dec. 18	Rhode Island	1	111	30	12,521.84	3,060.46
23	South Carolina	1	182	37	13,018.90	5,080.29
31	Tennessee	1	602	149	42,164.44	10,065.52
1886						
Jan. 8	Texas	1	373	107	20,214.61	10,764.79
9	Utah	1	147	29	1,208.00	502.60
23	Vermont	1	742	229	55,163.34	13,164.00
Mar. 6	Virginia	1	1,039	361	40,069.80	14,241.61
19	Washington	1	24	11	2,407.75	728.74
Apr. 27	West Virginia	1	736	323	45,562.79	20,067.64
May 29	Wisconsin	2	2,118	694	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	6,995.63
17	Arkansas	2	240	65	10,669.91	4,371.54
Sept. 8	California	2	657	145	25,009.27	6,683.54
23	Arizona	2	4	1	70.00	16.38
23	Colorado	2	39	16	2,150.50	1,010.59
Oct. 1	Connecticut	2	515	206	56,850.60	13,750.88
13	Dakota	2	13	4	271.87	470.75
13	Delaware	2	170	66	9,890.33	2,456.66
19	Florida	2	93	16	8,487.45	2,721.06
Nov. 2	Georgia	2	388	113	16,165.37	4,873.38
3	Idaho	2	10	6	5,705.00	1,271.46
1887						
Jan. 31	Illinois	2	2,808	1,214	204,134.26	58,274.80
Feb. 24	Indiana	2	3,025	1,530	180,643.27	57,816.85
Mar. 21	Iowa	2	1,800	840	103,091.51	29,111.87
23	Indian Territory	2	6	4	1,204.50	124.67
27	Kansas	2	429	114	17,330.87	5,496.07
Apr. 27	Kentucky	2	1,318	506	67,369.73	21,721.18
27	Maine	2	1,680	604	68,627.57	18,981.16
30	Louisiana	2	136	32	4,025.00	1,826.02

Statement showing progress of the work of reviewing the adjustment of the salaries of postmasters of the third, fourth, and fifth classes—Continued.

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 March 3, 1882.
May 2	Vermont.....	2	299	114	\$17,426.10	\$5,100.74
4	Mississippi.....	2	256	74	12,452.96	4,823.77
4	Rhode Island.....	2	134	56	7,028.77	2,699.02
10	Maryland.....	2	775	334	36,269.97	10,748.69
20	Massachusetts.....	2	1,163	490	116,931.32	24,840.32
31	Michigan.....	2	1,595	693	94,588.31	25,592.65
June 1	Montana.....	1	14	1	138.60	15.18
1	New Mexico.....	1	19	4	2,352.16	531.38
2	Washington.....	2	39	8	1,810.61	337.31
1	Nevada.....	2	45	13	4,181.98	1,365.50
2	Utah.....	2	97	22	1,181.00	564.60
3	South Carolina.....	2	94	34	5,904.12	2,335.72
4	Oregon.....	2	180	54	7,787.65	2,260.76
0	Nebraska.....	2	152	41	3,063.82	1,292.47
8	North Carolina.....	2	387	162	12,032.81	4,647.49
11	New Hampshire.....	2	579	200	36,164.08	8,202.32
17	Minnesota.....	2	783	292	28,263.69	9,060.58
23	New Jersey.....	2	592	325	37,314.70	11,912.49
29	Missouri.....	2	1,418	623	81,675.09	25,550.40
July 25	New York.....	2	3,097	1,829	242,505.57	68,063.26
	Total.....		54,453	21,573	3,739,771.72	1,050,915.66

BOXES AND BOX RENTS.

Post-office boxes serve a threefold purpose, to wit: First, as an accommodation to the patrons of the office; second, as a convenience to the postmasters; and, third, as a source of revenue.

They are classed as call boxes, lock boxes, and lock drawers, and are provided as follows:

- (1) In Government buildings by the Treasury Department.
- (2) At first and second class post-offices the lessor, by agreement in his lease, sometimes provides them.
- (3) Individuals may provide lock boxes or drawers for their own use under section 490 Postal Laws and Regulations, edition of 1887.
- (4) In all other cases the necessary boxes must be furnished and kept in repair by the postmaster.

The revenue derived from the rent of boxes at Presidential post-offices, or offices of the first, second, and third classes, is included in the gross receipts accruing at the 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 the fourth-class offices all the box rents practically go to the postmasters, the Government receiving no revenue therefrom.

The supervision of box-rent rates by the Department has greatly improved this branch of the service, securing greater uniformity of prices, better accommodation to the box renters, and increasing the revenue from box rents.

KEY DEPOSITS.

At post-offices in public buildings under the control of the Treasury Department, and in buildings leased by the Government, postmasters are required to exact in advance a deposit of 50 cents for each key de-

livered to the renter of a lock box or drawer, as security against its loss, such deposit to be refunded when the key is returned. Postmasters who provide their own boxes may require a key deposit at their offices not to exceed 50 cents per key, but if they omit the deposit they must advise the First Assistant Postmaster-General.

In the Government buildings where the lock boxes and drawers are furnished by the Treasury Department the postmaster will deliver amounts collected for key deposits to the custodian of the building, who is charged with keeping such boxes, and drawers, and keys in repair, and who will return the amount upon surrender of the key.

At offices in buildings leased by the Government, with box outfits covered by the lease, the postmasters are required to hold such key-deposits as a trust fund, subject to return on application upon forfeiture as required by the postal regulations.

The modified regulations allowing postmasters who provide their own boxes to exercise their discretion in collecting a deposit for keys, has improved this branch of the service very much. But during the past year many postmasters and box-renters have complained that the regulation requiring a deposit of 50 cents for each key issued is unjust, because the amount (50 cents) is deemed exorbitant, as the actual cost of a key will not exceed 20 cents. In many instances postmasters have been unable to rent boxes because the would-be patrons refused to rent boxes rather than make a deposit of 50 cents for the key.

Notwithstanding the fact, therefore, that offices located in Government buildings under the control of the Treasury Department are required to exact in advance a deposit of 50 cents for each key, I recommend that the regulation requiring a deposit of 50 cents for each key be modified by fixing the key-deposit rate at 25 cents for each key. I am of opinion that a reduction of the key-deposit rate from 50 cents to 25 cents will enable postmasters to rent more boxes, and thereby materially increase the revenue derived from box-rents.

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. Attention has been invited to this important matter (see Reports of the Postmaster-General for 1884, pages 20 and 79; 1885, page 225; and 1886, pages 48, 49, 50, 51, 52, 158, and 159); but favorable action has not been taken by Congress. As heretofore stated 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."

In the appropriation act for the postal service for the fiscal year ended June 30, 1886, the Department had discretionary authority to *lease* premises for use of post-offices of the third class, but that authority ceased and terminated June 30, 1886.

I recommend that authority be granted and the necessary appropriation be made by Congress for paying rent for third-class post-offices.

I submit herewith a tabulated statement showing the number of these offices of each grade by States and Territories in effect July 1, 1887, being a table of 1,819 offices, or an increase of 50, as compared with the number of third-class offices July 1, 1886.

Statement showing the number of third-class post-offices in each State and Territory, arranged to exhibit the number of each grade (salary \$1,000 to \$1,900, inclusive), from July 1, 1887.

States.	Postmasters' salaries.									Totals.
	\$1,000.	\$1,100.	\$1,200.	\$1,300.	\$1,400.	\$1,500.	\$1,600.	\$1,700.	\$1,800.		$1,900.
Alabama	3	1	1	1	3	2	2	1	1	15
Alaska										
Arizona								3		3
Arkansas	1	1	4	3			2	1		13
California	3	5	4	6	6	9	7	7	1	49
Colorado	2	3	1		1	7	4	3	1	24
Connecticut	1	6	4	3	5	5	6	3		35
Dakota	3	5	10	2	10	2	2		3	38
Delaware				2	1				1	5
District of Columbia										
Florida		1	1	2		2	1	2	2	12
Georgia	1	3	3	3	5	1	3	2	1	23
Idaho			2			1		1		5
Illinois	17	12	22	17	27	17	10	11	7	145
Indiana	3	9	7	7	8	9	10	6	6	68
Indian Territory										
Iowa	4	16	11	8	18	11	15	12	5	104
Kansas	7	13	7	7	11	11	14	10	6	91
Kentucky	2	3	6	3	3	4	4	1	3	30
Louisiana	1	3	1	1		2	1			10
Maine	3	6	4	1	5	2	2	4	1	29
Maryland	1	2	2	4	1	3		1		15
Massachusetts	2	15	3	4	13	20	8	14	8	92
Michigan	4	8	10	8	10	12	8	13	6	82
Minnesota	7	7	3	5	4	4	5	4	1	41
Mississippi	3	7	1	1	4	2	2			20
Missouri	3	13	9	10	3	6	9	6	6	65
Montana			1	1	1	2	2	2		9
Nebraska	3	16	10	5	9	11	4	6	2	66
Nevada	1	2		1	4			1	1	7
New Hampshire	4	3	3	1	4	5	2	1	3	26
New Jersey		2	7	2	6	5	6	9	6	47
New Mexico			1	1	1	2	1	1		6
New York	7	20	18	20	17	28	16	12	13	157
North Carolina		4	2	2	3	3	1	1	1	20
Ohio	6	11	10	7	13	13	12	6	8	93
Oregon	2	1	1		1	5		1		12
Pennsylvania	14	17	11	7	21	9	18	15	9	128
Rhode Island				1	1		3		1	6
South Carolina	2	3		2	5			1		15
Tennessee		6	1	6	3	1	2		1	21
Texas	5	7	9	5	8	11	4	9	2	61
Utah	1	1				1				3
Vermont		3		2	7	3	2		2	19
Virginia	1	2			9	2	2	2	1	23
Washington	1	2	1		2	2	1			9
West Virginia	1	2		2	1	1	1	1		12
Wisconsin	4	10	5	7	8	9	8	3	5	61
Wyoming			1			2			1	4
Total	122	252	203	170	254	252	199	176	116	1,819

MONEY-ORDER CLERK-HIRE.

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. An estimate for this purpose made by this office was included in the deficiency bill of the last session, but the said bill failed to become a law. Therefore no provision has yet been made for this purpose for the fiscal year ended June 30, 1887. This matter, in my judgment, should receive early and favorable consideration by Congress.

The recommendation of this office (see Report of the Postmaster-General for the fiscal year ended June 30, 1886, page 160), that provision be made for the payment of rent for a branch of the Washington, D. C., post-office, known as "Station C," located on F street northwest, between Fourteenth and Fifteenth streets, was favorably considered by Congress, and the Postmaster-General was authorized to rent a suitable building for the use of the said station at a rate not exceeding \$1,000 per annum. Accordingly, premises No. 1413 F street northwest were leased at not exceeding \$1,000 per annum for rent for a term of one year from July 1, 1887.

THE FREE-DELIVERY SYSTEM.

At the close of the fiscal year ended June 30, 1887, there were 189 free-delivery offices, an increase of 8 over the preceding year, the new offices established being Bradford, Pa.; Birmingham, Ala.; Wichita, Kans.; Winona, Minn.; Battle Creek, Mich.; Rutland, Vt.; Joliet, and Rock Island, Ill. The number of carriers was 5,310; an increase of 469.

The appropriation for the service was \$4,928,531.25. The total cost of the service was \$4,618,692.07, leaving a balance unexpended of \$309,839.18. 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. The estimate for 1888-'89 is credited with the amount that will probably be saved by these changes.

The aggregate results of the operations of the free-delivery system for the fiscal year and the comparison of the results with the preceding year will be shown by the following table:

Aggregate results of the free-delivery service for the fiscal year ended June 30, 1887.

Statistics of free delivery.	1886.	1887.	Increase.	Per cent.
Number of offices.....	181	189	8	4.42
Number of carriers.....	4,841	5,310	469	9.66
Mail letters delivered.....	510,310,305	577,354,923	67,044,618	13.13
Mail postal cards delivered.....	109,829,038	122,388,275	12,559,237	11.43
Local letters delivered.....	171,416,284	206,038,135	34,621,851	20.19
Local postal cards delivered.....	81,263,920	93,545,734	12,281,814	15.11
Registered letters delivered.....	3,407,140	3,706,346	299,206	8.78
Newspapers, etc., delivered.....	300,138,850	342,361,621	42,222,771	14.06
Letters collected.....	531,206,636	617,016,182	85,809,546	16.15
Postal cards collected.....	150,077,204	170,079,552	20,002,348	13.32
Newspapers, etc., collected.....	91,871,132	102,073,888	10,202,756	11.15
Whole number of pieces handled.....	1,949,520,599	2,234,564,656	285,044,057	14.16
Pieces handled per carrier.....	402,710	429,822	18,112	4.31
Total cost of service, including post-office inspectors.....	\$4,312,306.70	\$4,618,692.07	\$306,385.37	7.19
Average cost per piece, in mills*.....	2.2	2.0	1.2	9.09
Average cost per carrier*.....	\$889.15	\$807.67	\$82.48	2.41
Amount of postage on local matter.....	\$5,839,242.97	\$6,691,253.69	\$852,010.72	14.59
Excess of postage on local matter over total cost of service.....	\$1,526,936.27	\$2,072,561.62	\$545,625.35	35.73

* Based on the aggregate, \$4,607,355.95, paid carriers and for incidental expenses, and not including \$11,326.12 paid post-office inspectors.

† Decrease.

The receipts from local postage exceeded the cost of service in 30 of the 189 offices (an increase of 11 over the previous year). Of the remaining offices there were 23 which exceeded four-fifths, 31 exceeded three-fifths, 21 exceeded one-half, 41 exceeded two-fifths, 40 exceeded one-fifth, and 3 had less than one-fifth of the cost of service.

The cost of service and the local postage at each of the 30 offices above referred to are given in the following table:

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.
Atlanta, Ga.....	\$14,750.80	\$14,727.98	\$22.82
Birmingham, Ala.....	4,432.20	3,044.31	1,387.89
Boston, Mass.....	504,942.94	311,122.07	193,820.87
Brooklyn, N. Y.....	316,937.05	216,495.34	100,441.71
Buffalo, N. Y.....	85,155.90	59,706.31	25,449.59
Chicago, Ill.....	534,103.78	341,594.98	192,508.80
Cincinnati, Ohio.....	141,800.17	122,439.86	19,360.31
Denver, Colo.....	41,652.92	20,977.53	20,675.39
Detroit, Mich.....	60,138.18	54,161.60	5,976.58
Duluth, Minn.....	6,543.42	4,796.01	1,747.41
Elizabeth, N. J.....	12,878.69	7,833.96	5,044.73
Kansas City, Mo.....	55,469.59	41,276.90	14,192.69
Lincoln, Nebr.....	12,920.51	6,864.82	6,064.69
Milwaukee, Wis.....	61,959.44	49,044.26	12,915.18
Montgomery, Ala.....	5,184.38	4,426.77	757.61
New Haven, Conn.....	35,085.92	22,426.85	12,659.07
New Orleans, La.....	53,593.31	53,072.49	520.82
New York, N. Y.....	1,956,887.37	676,380.64	1,280,506.73
Omaha, Nebr.....	31,182.72	18,562.72	12,620.00
Philadelphia, Pa.....	998,089.43	430,979.83	567,109.60
Pittsburgh, Pa.....	96,774.93	56,634.82	40,140.11
Providence, R. I.....	45,401.71	42,058.19	3,343.52
Saint Louis, Mo.....	274,123.72	177,585.77	96,537.95
Saint Paul, Minn.....	53,231.27	42,785.32	10,445.95
San Francisco, Cal.....	162,573.71	102,967.38	59,606.33
Savannah, Ga.....	9,871.68	8,572.15	1,299.53
Syracuse, N. Y.....	22,218.99	21,602.34	616.65
Topeka, Kans.....	9,039.77	8,775.99	263.78
Troy, N. Y.....	20,926.03	19,207.81	1,718.22
Wilkes Barre, Pa.....	9,384.97	8,082.14	1,302.83

Under the act of Congress approved January 3, 1887, establishing the free-delivery system in places containing a population of 10,000, or at any post-office which produced a gross revenue of \$10,000 during the preceding fiscal year, 140 additional free-delivery offices have been established during the present fiscal year to this date (October 25, 1887), making 329 in all. A large number of applications from places having the necessary requirements are now ready for consideration.

Additional information concerning the operations of this service, and showing its growth from its commencement, July 1, 1863, will be found in the tabulated statements, marked D and E, appended to this report.

In conclusion, 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, 1886, and June 30, 1887, 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, 1887.

States and Territories.	Presidential post-offices June 30, 1886.	Presidential post-offices June 30, 1887.	Increase.	Decrease.	Post-offices of the first class.	Post-offices of the second class.	Post-offices of the third class.	Post-offices of the fourth class.	Money-order post-offices June 30, 1887.	Money-order post-office stations June 30, 1887.
Alabama	18	19	1			4	15	1,517	98	
Alaska								8		
Arizona	4	4				1	3	143	23	
Arkansas	16	17	1			4	13	1,235	107	
California	62	65	3		4	12	49	1,033	199	5
Colorado	29	28		1	1	3	24	479	91	
Connecticut	54	53		1	9	15	35	425	86	
Dakota	43	46	3			8	38	986	134	
Delaware	6	6			1		5	129	17	
District of Columbia	1	1						8	1	6
Florida	15	17	2		1	4	12	673	75	
Georgia	28	29	1		2	4	23	1,551	124	
Idaho	6	5		1				214	25	
Illinois	176	178	2		4	29	145	2,088	619	8
Indiana	84	87	3		1	18	68	1,851	326	
Indian Territory								178	8	
Iowa	120	124	4		4	16	104	1,542	548	2
Kansas	99	110	11		1	18	91	1,683	406	1
Kentucky	38	39	1		1	8	30	1,812	129	
Louisiana	12	12			1	1	10	679	70	
Maine	35	38	3		3	6	29	1,013	123	
Maryland	19	19			1	3	15	927	67	10
Massachusetts	121	126	5		6	28	92	698	194	16
Michigan	102	106	4		2	22	82	1,588	362	
Minnesota	47	51	4		2	8	41	1,108	194	
Mississippi	23	24	1		1	4	20	1,051	110	
Missouri	74	75	1		3	7	65	2,042	344	5
Montana	12	11		1			9	250	33	
Nebraska	61	74	13		2	6	66	981	212	
Nevada	7	7					7	124	25	
New Hampshire	28	32	4			6	26	484	86	
New Jersey	64	64			3	14	47	722	95	8
New Mexico	7	8	1			2	6	207	32	
New York	216	219	3		10	52	157	3,029	520	26
North Carolina	22	24	2			4	20	2,086	126	
Ohio	133	136	3		6	37	93	2,698	493	5
Oregon	13	14	1		1	1	12	514	69	
Pennsylvania	159	169	10		7	34	128	3,950	430	12
Rhode Island	11	11			1	4	6	116	22	
South Carolina	16	18	2		1	2	15	888	66	
Tennessee	25	26	1		3	2	21	1,944	125	
Texas	71	73	2		2	10	61	1,824	295	
Utah	4	5	1				3	242	28	
Vermont	25	25				6	19	495	101	
Virginia	30	31	1		2	6	23	2,324	122	
Washington	13	13				4	9	413	42	
West Virginia	14	15	1		1	2	12	1,292	65	
Wisconsin	76	77	1		1	15	61	1,433	286	4
Wyoming	5	5				1	4	143	11	
Total	2,244	2,336	96	4	82	435	1,819	52,821	7,745	108

TABLE B.—Total operations of the appointment division of the office of the First Assistant Postmaster-General for the year ended June 30, 1887; also statement of the number of post-offices in each State and Territory June 30, 1886, and June 30, 1887, with increase or decrease.

States and Territories.	Established.	Discontinued.	Names and sites changed.	Appointment on change of names and sites.	Resignations and commissions expired.	Removals and suspensions.	Deceased.	Total number of cases.	Whole number of post-offices June 30, 1886.	Whole number of post-offices June 30, 1887.	Increase.	Decrease.	
Alabama	84	53	42	19	204	28	21	413	1,505	1,536	31		
Alaska							1	1	8	8			
Arizona	18	8	4		26	14	2	72	137	147	10		
Arkansas	107	54	50	26	252	40	16	493	1,199	1,252	53		
California	92	52	23	8	166	136	13	474	1,058	1,008	40		
Colorado	40	32	17	8	91	36	4	212	490	498	8		
Connecticut	10	2	3		35	21	5	76	470	478	8		
Dakota	96	57	54	26	157	83	7	428	993	1,032	39		
Delaware	4				8	6	3	21	131	135	4		
District of Columbia	1		1		1			3	8	9	1		
Florida	94	65	17	5	167	48	10	396	661	690	29		
Georgia	103	71	33	11	214	46	22	538	1,488	1,580	92		
Idaho	31	12	5	4	41	19	3	107	200	219	19		
Illinois	66	29	29	4	294	125	27	557	2,229	2,269	40		
Indiana	70	27	15	5	260	79	22	468	1,895	1,938	43		
Indian Territory	28	13	9	2	30	4	2	93	163	178	15		
Iowa	52	47	20	6	228	111	16	468	1,661	1,666	5		
Kansas	149	109	165	68	369	137	13	794	1,753	1,793	40		
Kentucky	98	44	34	16	232	58	18	468	1,797	1,851	54		
Louisiana	59	23	8	4	84	29	10	209	655	691	36		
Maine	26	9	5	2	74	48	11	171	1,034	1,051	17		
Maryland	62	23	8	1	93	29	13	227	907	946	39		
Massachusetts	20	4	3		86	43	10	166	808	824	16		
Michigan	56	30	23	14	238	119	16	468	1,668	1,694	26		
Minnesota	60	24	42	22	172	85	10	371	1,123	1,150	26		
Mississippi	107	51	14	4	110	37	9	324	1,019	1,073	56		
Missouri	104	45	51	21	280	85	22	566	2,058	2,117	59		
Montana	30	20	5	1	45	20	1	120	251	261	10		
Nebraska	90	87	86	52	171	64	1	447	1,052	1,055	3		
Nevada	7	15			14	10	1	47	139	131		8	
New Hampshire	10	8			38	28	9	97	514	516	2		
New Jersey	34	7	10	1	59	44	12	145	779	780	1		
New Mexico	14	10	3	2	44	17	3	89	211	215	4		
New York	48	15	19	1	232	182	46	541	3,215	3,248	33		
North Carolina	118	65	59	22	214	37	13	484	2,057	2,110	53		
Ohio	90	19	23	3	304	150	31	614	2,763	2,834	71		
Oregon	54	22	9	8	101	28	1	297	496	528	32		
Pennsylvania	166	48	47	3	390	142	46	836	4,001	4,119	118		
Rhode Island	2	25	15	8	13	15	3	35	125	127	2		
South Carolina	73	37	50	19	230	47	25	442	1,935	1,970	35		
Tennessee	72	37	50	19	372	51	21	713	1,830	1,967	137		
Texas	153	76	59	10	372	51	21	713	1,830	1,967	137		
Utah	37	10	2	1	34	26	2	90	240	247	7		
Vermont	6	6	6	1	40	36	9	111	520	520			
Virginia	120	56	44	16	185	58	22	479	2,281	2,355	74		
Washington	32	11	3	6	66	12	3	147	355	436	81		
West Virginia	106	35	32	13	153	31	5	347	1,294	1,367	73		
Wisconsin	62	40	23	8	160	88	17	382	1,488	1,510	22		
Wyoming	32	6	5	2	24	8		73	122	118		26	
Total	3,043	1,500	1,178	482	6,863	2,584	589	15,275	53,614	55,157	1,543	8	
Decrease													
Net increase											1,543		

TABLE C.—Statement showing the number of appointments made upon resignations, commissions expired, deaths, removals, etc., at Presidential post-offices, during the fiscal year ended June 30, 1867.

States and Territories.	Resignations.	Commissions expired.	Deaths.	Suspensions.	Removals.	Offices becoming Presidential.	Total number of appointments.
Alabama.....			1	1	1	1	4
Alaska.....							
Arizona.....	1			2			3
Arkansas.....					1		1
California.....	11	9	3	2	3	4	32
Colorado.....	2	1			5	1	9
Connecticut.....	2	9	1	3	2	2	19
Dakota.....	8	2		1	6	5	22
Delaware.....							
District of Columbia.....							
Florida.....	1	5			3		12
Georgia.....	3	3	1	2		1	10
Idaho.....	2	1				2	5
Illinois.....	9	37	3	16	11	6	82
Indiana.....	5	8	1	3		3	29
Indian Territory.....							
Iowa.....	4	12	1	15		8	49
Kansas.....	7	6	1	5	7	20	46
Kentucky.....	2	8	1	1	1	1	14
Louisiana.....	1	3	1		1		6
Maine.....	3	8		1	2	5	19
Maryland.....	1	4	1				6
Massachusetts.....	2	4	1	1	2	6	42
Michigan.....	4	29	1	6	8	7	48
Minnesota.....	6	9	1	2	4	4	26
Mississippi.....		2			2	2	6
Missouri.....	6	5	1	3	2	1	18
Montana.....	1	1		1		1	4
Nebraska.....	6	3		1	7	16	33
Nevada.....		1	1	2			4
New Hampshire.....	2	4		6	2	4	18
New Jersey.....	2	16		2	4	1	25
New Mexico.....		1		1	1	1	4
New York.....	6	47	2	8	12	6	81
North Carolina.....						2	2
Ohio.....	5	22		8	3	5	43
Oregon.....		3			1	1	5
Pennsylvania.....	7	30	4	6	3	13	63
Rhode Island.....		6	1		2		9
South Carolina.....	1	2	2		1	2	8
Tennessee.....		1	2	2		1	8
Texas.....	2	6	2	2	5	3	20
Utah.....		1	1			1	3
Vermont.....	3	4		2	2		11
Virginia.....	1	4		3	1	2	11
Washington.....	1	1		1		2	5
West Virginia.....		3		1		1	5
Wisconsin.....	4	12	3	7	4	1	31
Wyoming.....	1						1
Total.....	122	350	39	117	120	145	893

TABLE D.—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	\$317,063.29			
1864-'65	45	757	448,664.51			
1865-'66	46	863	589,236.41			
1866-'67	47	943	699,934.34			
1867-'68	48	1,198	995,934.59			
1868-'69	48	1,240	1,183,915.31			
1869-'70	51	1,362	1,230,079.85	\$681,864.70	\$548,215.15	
1870-'71	52	1,410	1,359,923.23	758,120.78	595,802.45	
1871-'72	52	1,443	1,385,965.76	907,351.93	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	1,981,180.51	2,005,561.73		84,375.22
1876-'77	87	2,265	1,892,619.85	2,254,597.89		360,977.98
1877-'78	87	2,275	1,824,165.96	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	2,363,693.14	3,068,797.14		705,104.00
1880-'81	109	2,861	2,409,911.54	3,273,630.39		773,718.85
1881-'82	112	3,115	2,623,262.74	3,816,570.09		1,193,313.35
1882-'83	154	3,680	3,173,336.51	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	4,312,396.70	5,829,242.97		1,516,836.27
1886-'87	189	5,310	4,618,692.07	6,601,253.69		2,072,561.62

TABLE E.—Statement showing the number of carriers in service June 30, 1887, the amount of postage on local matter during

Post-office and State.	Carriers in service June 30, 1887.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Akron, Ohio	9	990,243	208,510	81,699	42,714	3,587	724,057
Albany, N. Y.	24	3,378,582	473,828	587,517	369,698	13,091	2,080,046
Allegheny, Pa.	21	2,680,903	555,599	498,453	308,361	15,300	1,746,114
Allentown, Pa.	1	743,640	211,052	65,477	26,092	2,420	306,928
Altoona, Pa.	1	560,640	102,230	43,742	18,568	1,393	451,260
Atchison, Kans.	7	933,901	219,138	74,174	60,994	2,718	662,954
Atlanta, Ga.	19	2,916,941	674,803	355,431	387,945	16,259	2,323,999
Auburn, N. Y.	9	1,098,812	215,232	140,976	50,403	4,030	729,700
Augusta, Ga.	10	1,639,768	488,461	159,666	108,029	9,980	1,042,269
Augusta, Me.	5	885,806	171,639	36,934	18,952	29,200	214,989
Aurora, Ill.	7	640,091	111,646	59,030	30,865	3,361	521,617
Austin, Tex.	7	826,353	133,758	29,437	17,567	2,096	631,609
Baltimore, Md.	163	10,728,984	2,230,358	2,280,002	2,201,093	78,553	5,736,435
Bangor, Me.	5	529,002	103,169	40,310	37,156	3,161	358,683
Battle Creek, Mich.	6	454,732	84,022	33,907	13,499	1,223	218,264
Bay City, Mich.	8	742,575	130,760	91,505	72,299	5,283	560,321
Binghamton, N. Y.	8	941,465	200,618	130,654	68,694	3,673	550,253
Birmingham, Ala.	6	323,736	40,243	22,925	12,170	1,080	107,815
Bloomington, Ill.	9	990,307	191,812	83,972	59,014	9,388	997,638
Boston, Mass.	312	25,878,268	6,136,669	15,589,991	6,045,319	128,054	16,625,415
Bradford, Pa.	5	525,431	95,348	43,822	32,420	1,492	288,517
Bridgeport, Conn.	14	908,907	156,783	196,841	67,598	3,548	717,495
Brookton, Mass.	7	393,354	67,184	44,314	37,586	1,033	435,174
Brooklyn, N. Y.	245	16,625,168	4,644,125	8,271,177	4,447,584	74,437	10,361,899
Buffalo, N. Y.	69	11,013,669	1,896,289	2,678,527	1,740,449	53,093	6,749,737
Burlington, Iowa	10	2,238,821	208,303	185,480	155,041	4,907	2,037,136
Burlington, Vt.	8	775,793	132,460	90,246	28,305	3,926	494,007
Camden, N. J.	16	1,023,525	264,690	131,600	117,796	7,105	803,617
Canton, Ohio	7	946,387	228,262	63,254	36,846	3,048	725,123
Cedar Rapids, Iowa	7	461,110	96,750	47,958	18,893	1,772	432,299
Charleston, S. C.	11	1,488,081	280,915	189,512	175,500	11,727	700,908
Chattanooga, Tenn.	7	980,535	194,342	100,194	65,457	9,624	705,729
Chicago, Ill.	284	50,687,400	11,524,187	23,398,729	5,390,638	523,896	24,794,360
Cincinnati, Ohio	132	12,961,690	2,365,031	3,288,862	2,229,625	72,469	6,043,154
Cleveland, Ohio	68	9,352,793	1,904,926	2,604,976	1,048,523	78,252	4,931,903
Columbus, Ohio	24	4,151,020	618,285	353,430	230,152	13,375	2,338,946
Concord, N. H.	5	790,901	127,358	53,968	36,100	3,150	450,442
Council Bluffs, Iowa	8	902,452	212,662	106,262	52,783	4,099	672,844
Covington, Ky.	10	613,499	129,303	47,396	47,195	3,028	401,636
Dallas, Tex.	12	3,633,710	314,174	165,436	149,766	11,340	1,136,066
Davenport, Iowa	9	1,822,993	368,471	153,271	148,871	5,619	889,707
Dayton, Ohio	16	2,371,077	505,094	368,615	247,293	14,230	1,667,731
Decatur, Ill.	6	460,656	167,219	45,984	21,390	1,933	363,536
Denver, Colo.	26	3,307,652	344,443	629,770	283,567	10,627	2,270,442
Des Moines, Iowa	23	2,562,244	462,373	353,192	189,036	12,483	1,486,634
Detroit, Mich.	60	9,791,940	1,925,719	2,393,142	1,182,219	60,779	4,995,922
Dubuque, Iowa	10	823,168	136,293	75,690	52,778	6,184	694,629
Duluth, Minn.	19	932,375	288,617	207,834	122,835	5,339	652,667
Easton, Pa.	7	899,668	195,367	90,633	57,922	3,501	696,818
East Saginaw, Mich.	9	939,979	177,439	112,559	46,519	5,314	910,544
Eau Claire, Wis.	8	453,257	76,366	40,424	12,839	2,163	439,363
Elgin, Ill.	5	442,198	63,737	60,973	20,154	1,883	368,970
Elizabeth, N. J.	10	891,623	155,735	199,661	109,688	3,168	769,186
Elmira, N. Y.	9	1,630,579	334,162	214,346	129,590	9,706	736,279
Erie, Pa.	12	2,396,948	294,363	230,092	194,379	2,379	1,833,367
Evansville, Ind.	12	1,468,649	439,872	153,521	173,864	13,277	1,152,410
Fall River, Mass.	12	1,498,590	137,895	95,485	57,002	2,367	1,080,630
Fitchburg, Mass.	5	367,510	65,983	60,821	27,474	1,317	299,494
Fort Wayne, Ind.	11	1,285,822	190,595	128,881	77,413	6,895	901,469
Fort Worth, Tex.	7	568,475	90,118	29,598	18,225	5,218	281,479
Galesburgh, Ill.	6	634,065	107,605	35,172	28,807	5,989	385,362
Galveston, Tex.	11	1,442,698	179,716	80,409	42,925	9,734	732,600
Gloucester, Mass.	6	361,450	55,220	45,765	26,620	926	241,146
Grand Rapids, Mich.	20	3,013,173	570,907	603,872	366,250	13,900	1,926,464
Hannibal, Mo.	5	466,768	97,698	38,515	25,398	1,972	417,867
Harrisburg, Pa.	10	825,803	189,457	79,038	61,142	3,596	784,958
Hartford, Conn.	20	1,301,522	209,874	374,323	161,771	10,245	1,037,479
Haverhill, Mass.	7	628,487	174,286	69,993	45,064	1,977	630,226
Hoboken, N. J.	8	731,680	150,838	77,748	113,825	4,227	308,274

FIRST ASSISTANT—OPERATIONS OF FREE DELIVERY. 377

of mail delivered and collected, the number of pieces handled, the cost of service, and the fiscal year ended June 30, 1887.

Collected.			Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Retablihed.
Letters.	Postal cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece (in mills).		
904,488	272,689	895,211	8,533,207	892,579	\$7,010.72	\$778.97	1.9	\$2,794.36	
2,305,310	564,547	248,467	10,027,086	294,914	27,911.00	820.91	2.7	16,819.65	
2,492,600	601,087	239,893	9,147,310	485,586	18,705.50	800.74	2.0	10,224.13	
525,676	192,062	46,997	2,210,344	815,763	5,660.38	808.03	2.5	1,780.02	
298,901	60,512	17,864	1,555,758	222,251	6,047.44	863.92	3.8	1,598.67	
795,409	187,371	74,617	3,011,278	430,182	5,103.86	729.12	1.6	2,093.44	
2,336,200	693,006	242,487	9,944,671	523,404	14,727.98	775.16	1.4	14,750.80	
765,373	167,870	80,594	3,253,089	361,454	7,396.91	821.88	2.2	3,526.41	
593,408	161,260	44,530	4,247,260	424,726	7,687.55	768.75	1.8	4,543.57	
682,404	143,629	49,545	2,233,098	446,620	3,767.28	753.46	1.6	1,567.09	
455,351	96,471	56,846	1,975,278	282,182	4,710.26	762.89	2.3	1,627.85	
302,298	46,153	29,308	2,018,639	288,377	5,504.72	796.39	2.7	1,636.83	
24,841,162	5,981,830	1,775,221	56,802,638	348,850	125,820.19	771.90	2.2	122,820.50	
654,764	162,509	46,605	1,944,380	388,876	4,319.87	863.87	2.2	1,832.71	
142,345	30,889	11,443	990,384	165,064	2,846.72	744.45	2.8	1,130.98	
478,445	101,643	43,658	2,228,399	278,300	5,666.70	708.34	2.5	3,529.67	
580,799	142,566	56,902	2,681,734	335,217	6,121.93	765.24	2.2	4,386.39	
228,114	43,855	9,576	789,514	131,586	3,044.31	507.38	3.8	4,432.20	
597,752	240,324	206,269	8,376,426	375,158	7,768.05	863.12	3.3	2,946.89	
53,477,209	11,784,546	5,022,417	140,687,778	450,922	311,122.07	997.19	2.2	504,942.94	
241,409	41,241	81,016	1,300,696	260,139	3,443.33	688.07	2.6	1,680.30	
758,642	149,097	49,582	3,008,533	214,895	11,103.36	793.10	3.6	7,939.24	
263,450	63,600	202,134	1,529,809	218,544	5,529.89	789.93	3.6	3,353.04	
15,848,475	5,048,068	2,070,995	67,392,548	275,071	216,495.84	883.65	3.2	316,937.95	
6,911,593	2,074,128	808,251	33,916,679	491,546	59,700.31	865.31	1.8	85,155.90	
1,693,664	259,928	156,680	6,981,960	698,196	8,324.72	832.47	1.1	7,890.00	
656,350	111,347	70,013	2,362,447	295,306	5,803.11	732.89	2.4	2,654.01	
758,088	278,537	87,674	3,482,752	217,672	12,111.71	756.98	3.4	4,267.32	
990,415	290,414	390,407	3,694,166	527,741	4,388.67	626.95	1.1	3,136.89	
229,017	59,699	23,275	1,371,679	195,954	5,225.61	746.51	3.8	2,227.23	
1,255,174	322,275	145,753	4,572,845	326,632	10,729.73	766.41	2.3	6,073.21	
446,637	115,348	34,081	2,653,547	379,078	6,027.82	861.12	2.2	4,897.59	
60,512,401	22,536,367	24,063,145	232,451,183	605,342	841,594.98	889.57	1.4	534,103.78	
9,425,852	2,837,478	2,028,118	41,192,279	345,838	122,439.80	1,003.60	2.9	141,800.17	
7,344,905	1,971,491	778,219	29,505,121	433,809	65,915.35	969.34	2.2	60,298.88	
2,728,895	747,414	381,330	11,603,759	463,448	10,111.99	671.33	1.3	11,337.30	
471,687	131,046	58,009	2,032,650	406,530	4,111.64	822.33	2.0	1,840.54	
767,088	165,185	300,209	3,183,635	397,954	5,866.05	733.20	1.8	3,283.41	
504,794	147,937	77,660	1,971,848	197,185	5,857.82	585.78	2.9	1,470.80	
2,661,790	377,652	204,631	8,654,505	721,209	10,022.22	935.18	1.1	6,328.81	
966,437	266,359	126,814	4,688,572	520,052	6,876.31	764.03	1.4	5,035.13	
1,527,378	498,407	714,975	7,914,680	494,667	11,508.41	719.28	1.4	10,422.97	
261,554	77,653	30,648	1,390,653	231,759	4,276.43	712.74	3.0	1,487.81	
1,977,857	374,963	231,003	9,430,314	362,704	20,977.53	800.83	2.2	41,052.92	
1,434,134	377,749	172,894	7,040,669	306,116	16,675.35	725.02	2.3	9,526.73	
4,852,860	1,408,853	614,327	26,325,752	438,763	54,161.60	902.69	2.0	60,138.18	
903,322	203,997	86,863	2,981,724	298,172	7,703.00	770.30	2.5	3,181.91	
1,819,803	328,896	77,019	8,934,785	393,478	4,796.01	479.60	1.2	5,443.42	
575,755	188,866	36,760	2,620,190	374,313	6,443.72	920.53	2.4	2,498.88	
733,966	155,131	158,879	3,240,350	360,039	7,841.25	815.69	2.2	3,233.12	
564,558	87,662	159,620	1,836,182	229,523	5,247.80	655.97	2.8	1,933.26	
201,779	47,394	14,020	1,173,108	234,622	4,271.16	854.23	3.6	2,254.03	
562,189	152,882	94,803	2,958,935	295,893	7,833.96	783.40	2.6	12,878.69	
547,141	144,916	89,185	3,841,814	426,868	7,901.84	877.98	2.5	6,231.73	
1,405,752	286,643	169,666	6,754,477	562,873	10,007.53	893.79	1.4	8,757.07	
1,207,529	313,397	109,065	5,051,574	420,964	8,990.85	749.24	1.7	4,807.31	
675,975	184,345	90,834	3,843,189	320,266	10,402.48	866.87	2.7	5,159.06	
334,011	85,036	33,639	1,281,885	256,377	4,380.12	876.02	3.4	2,670.39	
558,509	140,214	51,837	3,850,555	304,596	8,722.30	792.94	2.6	4,245.06	
278,819	46,936	30,509	1,849,377	192,708	5,795.69	827.96	4.2	1,979.43	
441,438	243,229	142,085	2,022,750	337,125	4,930.17	821.69	2.4	1,170.24	
1,074,536	210,109	119,621	3,892,850	353,850	9,458.58	850.87	2.4	2,592.24	
184,600	48,468	115,636	1,079,837	170,973	5,546.14	924.36	5.1	2,002.36	
2,530,479	718,351	281,947	10,025,413	501,272	17,030.58	851.53	1.7	16,370.14	
296,691	76,284	90,013	1,451,126	290,225	4,578.75	915.75	1.1	1,153.01	
528,208	161,034	63,090	2,696,386	209,639	8,621.40	862.14	3.2	4,646.96	
962,846	207,626	81,406	4,366,592	218,330	16,769.43	838.47	3.8	13,627.98	
876,467	116,764	58,307	2,707,481	386,783	5,836.77	833.82	1.1	8,293.07	
378,378	169,709	24,195	1,964,874	245,609	6,105.51	763.19	3.1	2,811.38	

Oct. 1, '86.
Sept. 1, '86.
July 1, '86.

TABLE E.—Statement showing the number of carriers in service June 30, 1887, the amount

[Post-office and State.	Carriers in service June 30, 1887.	Delivered.					
		Mail.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Holyoke, Mass.....	7	579,348	104,391	114,688	23,179	2,070	511,350
Houston, Tex.....	9	886,761	172,143	89,071	42,701	6,614	526,889
Indianapolis, Ind.....	37	5,287,863	923,391	863,942	514,503	30,735	2,345,097
Jackson, Mich.....	8	1,243,971	216,501	135,321	75,098	2,386	1,130,868
Jacksonville, Fla.....	7	1,013,399	147,051	58,835	40,413	12,285	325,335
Jamestown, N. Y.....	5	492,403	104,218	49,709	21,095	1,532	361,162
Jersey City, N. J.....	38	2,572,539	496,896	445,865	375,772	10,337	2,012,273
Joliet, Ill.....	7	248,624	35,019	28,633	7,875	683	152,643
Kalamazoo, Mich.....	7	785,969	200,524	56,847	28,582	3,160	482,116
Kansas City, Mo.....	52	12,307,874	2,523,883	2,060,431	1,371,721	51,825	6,390,212
Keokuk, Iowa.....	7	829,660	205,420	127,495	69,262	5,316	468,400
Knoxville, Tenn.....	8	704,143	142,706	55,785	27,412	10,513	480,842
La Crosse, Wis.....	8	700,090	131,848	74,729	29,302	8,119	603,751
La Fayette, Ind.....	9	772,400	191,650	70,410	43,977	3,501	802,691
Lancaster, Pa.....	10	941,353	154,532	60,442	57,402	3,043	599,064
Lansing, Mich.....	6	442,509	102,036	37,417	21,747	1,564	419,565
Lawrence, Kans.....	6	653,433	110,351	46,051	31,814	4,624	533,769
Lawrence, Mass.....	13	1,228,670	135,840	112,128	91,692	2,098	1,097,632
Leadville, Colo.....	4	569,598	24,151	24,314	17,680	356	330,949
Leavenworth, Kans.....	8	1,824,976	261,293	136,334	199,718	6,450	1,314,880
Lewiston, Me.....	6	429,299	71,062	16,735	19,725	2,336	374,686
Lexington, Ky.....	7	769,550	182,885	54,825	35,305	2,634	532,290
Lincoln, Nebr.....	10	1,251,281	219,228	290,871	128,334	1,934	858,119
Little Rock, Ark.....	7	990,245	238,342	122,916	113,865	5,783	728,422
Lockport, N. Y.....	6	502,574	104,441	49,907	31,878	1,898	530,877
Los Angeles, Cal.....	15	1,136,684	110,645	99,963	65,994	4,021	829,286
Louisville, Ky.....	49	7,156,409	1,742,653	988,731	1,097,408	56,071	3,779,595
Lowell, Mass.....	19	1,442,214	212,001	231,566	147,937	3,838	1,085,174
Lynchburgh, Va.....	7	407,362	93,170	35,011	14,781	3,271	239,855
Lynn, Mass.....	16	1,536,330	287,358	180,376	167,375	2,002	1,049,886
Macon, Ga.....	10	1,007,521	291,575	56,852	34,108	9,657	386,740
Madison, Wis.....	6	575,636	102,217	38,629	17,716	3,513	457,201
Manchester, N. H.....	13	1,063,557	162,415	81,754	74,638	4,374	832,245
Mansfield, Ohio.....	6	840,291	146,513	58,725	25,540	2,493	410,997
Memphis, Tenn.....	18	2,532,260	368,256	278,833	143,936	30,140	926,067
Meriden, Conn.....	7	338,796	52,882	61,303	30,845	1,309	311,710
Milwaukee, Wis.....	51	7,274,672	1,079,716	2,347,282	1,172,021	39,764	3,536,814
Minneapolis, Minn.....	53	6,329,085	896,924	1,368,300	559,167	21,575	3,887,433
Mobile, Ala.....	8	660,379	100,681	66,522	56,818	5,524	843,044
Montgomery, Ala.....	5	326,041	38,181	32,672	23,646	1,148	241,309
Nashville, Tenn.....	18	2,304,387	465,719	241,008	160,319	32,296	1,882,457
Newark, N. J.....	49	3,962,472	866,205	1,257,822	856,149	22,764	2,247,208
New Bedford, Mass.....	12	1,094,492	298,689	147,488	109,356	3,093	1,225,497
Newburgh, N. Y.....	6	487,557	80,357	64,101	15,071	1,797	427,124
New Haven, Conn.....	27	3,753,982	727,917	1,294,816	624,274	12,435	2,853,540
New Orleans, La.....	66	5,800,815	1,108,306	1,598,267	1,479,780	41,744	3,839,957
Newport, Ky.....	4	239,777	52,597	14,258	6,976	1,139	201,409
Newport, R. I.....	8	1,047,041	160,345	241,088	57,600	2,143	528,369
New York, N. Y.....	748	66,447,584	18,396,690	53,440,227	20,386,260	774,110	36,719,148
Norfolk, Va.....	11	1,216,628	295,728	142,753	120,835	6,348	910,243
Norwich, Conn.....	7	415,778	62,156	86,269	21,724	1,356	370,865
Oakland, Cal.....	17	1,691,381	223,462	281,941	234,492	5,053	1,147,039
Omaha, Nebr.....	24	4,953,977	1,028,023	1,078,764	642,326	13,747	3,077,896
Oshkosh, Wis.....	8	666,347	107,464	57,066	30,148	3,003	555,409
Oswego, N. Y.....	8	682,746	117,144	52,066	36,696	2,575	367,962
Ottumwa, Iowa.....	6	633,779	139,227	69,661	36,478	2,358	470,523
Paterson, N. J.....	14	1,099,651	199,993	110,292	134,412	4,059	1,309,339
Pawtucket, R. I.....	7	866,978	150,770	111,620	82,515	1,253	695,828
Peoria, Ill.....	13	2,270,620	271,680	155,482	100,385	6,116	870,053
Petersburgh, Va.....	7	599,908	179,834	51,102	47,740	6,293	520,364
Philadelphia, Pa.....	488	48,623,210	14,975,789	34,795,126	15,422,938	199,411	20,706,536
Pittsburgh, Pa.....	63	6,683,308	1,517,627	2,663,436	989,878	33,308	3,175,755
Pittsfield, Mass.....	5	306,473	52,571	51,979	31,773	982	289,056
Portland, Me.....	16	1,890,436	339,894	244,096	170,754	32,292	1,086,823
Portland, Oregon.....	10	961,155	87,962	116,686	42,903	7,225	645,892
Pottsville, Pa.....	5	451,195	97,118	36,556	20,612	1,532	518,795
Poughkeepsie, N. Y.....	7	697,947	113,247	86,171	48,497	2,947	522,263
Providence, R. I.....	40	3,317,877	625,778	1,782,959	556,560	11,516	2,496,823
Quincy, Ill.....	11	1,445,566	331,671	84,680	105,712	8,850	915,837
Racine, Wis.....	7	640,663	146,911	47,468	35,822	2,569	462,095

of mail delivered and collected, the number of pieces handled, etc.—Continued.

Letters.	Collected.		Pieces handled.		Cost of service (including incidental expenses).			Postage on local matter.	Established.
	Postal cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece (in mills).		
498,475	79,880	70,014	1,989,395	284,199	5,931.47	850.21	2.6	4,699.12	
949,939	198,699	76,427	2,640,873	292,430	7,913.66	879.30	2.5	2,565.09	
3,201,681	1,021,515	272,507	14,363,234	388,195	32,574.58	860.39	2.3	18,855.35	
595,689	141,801	83,674	3,630,909	453,864	6,136.08	767.01	1.6	3,929.01	
1,085,991	182,782	96,988	2,962,779	423,254	5,567.34	795.33	1.8	3,342.12	
328,660	76,782	32,966	1,466,567	293,313	4,204.67	840.99	2.8	1,702.52	
2,063,200	628,663	335,102	8,940,647	235,280	36,837.34	969.40	4.1	13,395.09	
91,982	17,390	3,026	2,585,875	83,696	2,496.68	356.67	2.4	946.98	Jan. 1, 1887.
337,981	105,220	69,607	2,970,006	295,715	5,619.11	892.73	2.7	1,933.38	
11,162,994	5,065,366	1,734,850	42,759,156	822,291	41,276.90	793.79	1.0	55,469.59	
356,029	109,374	36,810	1,207,966	315,424	4,571.00	653.09	2.6	3,242.59	
389,990	81,559	24,209	1,806,319	337,040	6,338.11	792.26	3.3	1,996.47	
490,596	141,325	188,158	2,367,908	295,988	5,908.95	738.62	2.5	2,485.29	
561,764	197,534	166,800	2,800,367	311,152	6,238.72	693.19	2.2	2,326.38	
385,286	91,626	118,899	2,411,647	241,165	8,985.62	898.50	3.3	2,051.80	
273,413	86,878	79,856	1,466,985	244,497	4,453.47	742.24	3.0	1,423.48	
629,340	107,401	33,291	2,150,074	358,346	4,838.13	806.35	2.2	1,277.24	
1,038,955	146,784	18,777	3,952,576	301,044	10,409.51	890.73	2.6	4,837.72	
238,633	19,503	21,125	1,244,309	311,077	3,408.60	852.15	2.7	758.92	
1,607,050	277,373	177,439	5,805,513	725,689	6,730.09	811.26	1.1	6,413.48	
255,066	56,986	30,857	1,256,276	209,379	5,160.01	782.73	2.7	915.75	
529,110	154,490	39,729	2,300,788	328,684	5,479.75	868.82	2.3	4,600.16	
761,081	169,372	95,120	3,775,240	377,524	6,864.82	696.48	1.8	12,029.51	
1,133,868	337,154	85,888	3,756,493	536,642	5,546.52	792.30	1.4	4,800.90	
515,080	92,015	276,617	2,105,287	350,881	6,251.06	875.18	2.5	1,698.18	
968,909	131,688	702,287	3,449,397	229,960	12,170.73	811.38	2.5	7,964.30	
5,479,991	1,665,696	642,372	7,708,926	463,448	47,886.07	977.27	2.1	43,948.20	
977,767	269,284	88,260	4,298,581	226,241	15,729.42	827.86	3.6	13,892.26	
242,719	63,160	20,701	1,120,636	160,065	5,187.75	741.10	4.6	2,409.96	
963,758	287,803	85,895	4,560,753	285,047	13,342.38	833.90	2.9	6,417.93	
729,010	188,931	44,426	2,748,820	274,882	7,557.68	755.77	2.7	1,760.01	
347,430	84,385	36,787	1,663,513	277,252	3,879.32	646.55	3.3	1,411.87	
1,217,991	90,381	39,259	2,800,664	215,390	8,771.73	674.74	2.1	2,595.17	
521,328	155,045	196,400	1,157,331	359,555	4,661.84	776.97	2.2	2,070.03	
1,216,550	281,785	128,501	5,905,428	328,080	13,959.89	775.52	2.3	7,247.71	
88,722	18,858	7,292	942,217	134,602	4,771.31	681.62	5.0	3,404.43	
5,301,162	1,222,785	422,570	22,397,786	430,172	49,014.26	961.65	2.2	61,959.44	
4,480,883	1,062,878	764,132	19,425,377	366,535	43,694.90	824.43	2.2	34,412.33	
619,513	160,683	141,599	2,654,763	331,845	6,896.65	862.08	2.6	2,363.79	
547,456	214,644	37,509	1,452,586	290,517	4,426.77	885.35	3.0	5,184.38	
1,922,786	483,075	362,472	8,125,419	451,412	15,471.04	859.50	1.9	8,630.55	
3,682,822	1,154,589	345,818	13,795,939	281,550	40,432.49	885.15	2.9	35,811.51	
1,217,844	253,324	68,821	5,018,599	418,217	10,682.69	890.22	1.1	6,305.74	
521,034	91,796	66,503	1,775,340	295,890	5,231.60	871.93	2.9	2,709.51	
1,889,449	615,037	325,069	12,087,419	447,682	22,426.85	830.62	1.8	35,085.92	
6,130,518	1,734,153	1,149,071	22,942,581	347,615	53,072.49	894.13	2.3	53,593.31	
129,330	29,994	12,846	708,323	177,681	3,177.65	794.41	1.5	516.67	
586,990	77,444	38,547	2,739,567	342,440	7,224.27	993.03	2.2	5,673.71	
114,836,281	28,593,355	15,731,750	355,325,391	475,634	676,380.64	994.25	1.9	950,887.37	
1,060,345	363,609	102,376	4,248,925	386,266	8,003.92	727.61	1.8	5,830.82	
989,968	54,642	31,124	1,403,382	200,483	5,600.69	898.64	4.0	4,697.07	
1,389,963	250,211	176,879	5,409,361	318,198	14,110.19	850.01	2.6	8,686.39	
2,460,781	704,356	237,251	14,737,121	614,047	18,562.72	773.45	1.2	31,182.72	
260,120	43,272	82,311	1,755,161	219,395	6,189.40	773.67	3.5	2,120.04	
428,147	93,608	66,473	1,850,417	231,302	5,592.75	695.33	2.0	1,662.30	
437,516	108,317	30,660	1,928,059	321,443	4,803.68	800.61	2.4	2,196.92	
629,128	199,633	133,831	3,871,768	276,555	12,461.17	885.80	2.2	5,810.92	
361,502	87,316	29,759	2,297,211	328,173	6,010.10	858.58	2.6	4,625.10	
849,383	229,363	122,782	3,915,870	301,221	10,295.86	791.99	2.6	6,982.37	
470,494	196,969	37,226	2,109,923	301,417	4,496.89	642.41	2.1	1,650.19	
86,052,529	28,209,162	15,795,036	274,729,737	562,971	439,679.83	883.16	1.6	998,689.43	
5,060,306	1,652,859	540,418	22,910,895	363,760	56,634.82	898.90	2.4	96,774.93	
1,665,847	37,667	20,284	950,632	191,206	4,260.18	810.04	4.4	2,226.30	
1,661,291	406,519	211,914	6,033,749	377,109	13,260.43	828.78	2.2	8,892.82	
6,178,202	174,039	89,848	3,404,832	340,483	8,996.83	899.62	2.6	5,759.26	
270,592	87,883	134,748	1,614,031	322,806	3,904.82	780.99	2.4	1,199.08	
596,979	122,716	78,182	2,268,949	324,125	5,706.79	815.26	2.5	3,411.91	
3,449,122	844,407	469,302	13,654,374	341,539	42,058.19	1,051.46	2.0	45,491.71	
497,863	185,361	29,157	3,574,657	324,989	9,498.76	825.34	2.6	2,907.72	
282,751	51,133	24,579	1,693,991	241,999	5,410.71	724.82	2.2	1,518.80	

TABLE E.—Statement showing the number of carriers in service June 30, 1887, the

Post-office and State.	Carriers in service June 30, 1887.	Delivered.					
		Mall.		Local.		Registered letters.	Newspapers.
		Letters.	Postal cards.	Letters.	Postal cards.		
Raleigh, N. C.	4	160,995	33,398	17,085	4,804	1,550	138,302
Reading, Pa.	15	1,409,744	256,224	213,731	149,214	4,432	865,728
Richmond, Ind.	7	794,509	183,698	44,956	43,283	3,764	573,046
Richmond, Va.	26	2,283,573	440,527	294,595	246,417	23,784	1,121,251
Rochester, N. Y.	40	6,038,490	984,000	1,197,500	566,775	28,068	6,816,405
Rockford, Ill.	10	908,132	205,534	96,459	59,955	10,787	823,639
Rock Island, Ill.	5	104,159	18,811	9,844	3,866	672	91,549
Rutland, Vt.	9	443,318	79,079	44,738	25,447	1,767	212,228
Sacramento, Cal.	15	538,907	53,752	41,159	35,485	2,847	381,370
Saint Joseph, Mo.	2	150,740	508,597	302,495	253,087	12,320	1,388,670
Saint Louis, Mo.	190	24,293,592	4,778,981	7,098,574	4,192,867	186,658	10,954,504
Saint Paul, Minn.	45	7,500,515	1,099,530	1,690,234	944,261	39,038	4,946,369
Salem, Mass.	10	603,423	115,410	63,044	76,913	1,820	873,712
Salt Lake City, Utah.	7	552,979	49,068	84,141	20,127	5,332	304,466
San Antonio, Tex.	9	714,067	57,093	37,155	26,055	5,432	515,020
Sandusky, Ohio.	6	361,664	89,721	26,354	22,008	1,142	371,024
San Francisco, Cal.	113	12,040,436	1,826,087	6,503,421	2,958,554	91,609	7,048,644
San José, Cal.	7	459,206	51,566	35,659	28,848	1,649	450,884
Saratoga Springs, N. Y.	6	935,233	117,570	49,554	23,070	3,122	563,931
Savannah, Ga.	11	1,341,097	288,208	129,262	85,827	9,049	561,676
Scranton, Pa.	19	991,047	190,765	219,177	89,560	4,688	817,035
Sedalia, Mo.	7	721,101	187,520	40,849	29,321	3,406	611,435
Sioux City, Iowa.	7	419,553	63,244	61,122	21,769	1,949	411,446
South Bend, Ind.	7	1,134,707	179,610	62,661	64,127	4,828	767,242
Springfield, Ill.	10	1,475,086	383,228	118,530	112,217	5,122	1,031,550
Springfield, Mass.	13	1,497,375	260,730	237,232	111,370	5,298	1,020,579
Springfield, Ohio.	12	1,334,822	318,532	102,793	64,115	14,311	1,819,220
Syracuse, N. Y.	26	3,866,372	769,727	857,061	458,577	14,432	1,912,901
Taunton, Mass.	8	650,476	108,312	93,721	59,001	1,157	668,152
Terre Haute, Ind.	11	1,704,151	522,080	115,459	83,511	8,445	1,557,808
Toledo, Ohio.	24	3,429,536	653,273	333,786	267,491	17,189	1,964,159
Topeka, Kans.	10	2,642,709	450,185	333,717	239,543	12,588	1,370,661
Trenton, N. J.	14	1,006,438	182,557	153,861	104,980	3,935	726,832
Troy, N. Y.	27	3,229,378	617,208	736,207	432,269	9,927	1,369,235
Utica, N. Y.	14	2,184,822	287,141	283,743	143,650	8,827	1,092,911
Washington, D. C.	84	7,801,374	1,447,676	1,283,652	800,777	42,066	5,027,558
Waterbury, Conn.	6	434,902	63,705	80,461	31,292	1,343	376,744
Watertown, N. Y.	7	734,070	138,041	58,003	17,197	2,891	447,454
Wheeling, W. Va.	11	1,103,772	231,668	98,172	59,627	10,054	658,708
Wichita, Kans.	10	872,992	58,224	35,821	26,828	4,293	524,979
Wilkes Barre, Pa.	9	914,179	169,633	150,571	63,932	2,698	805,631
Williamsport, Pa.	8	833,268	152,071	90,120	27,126	3,623	543,267
Wilmington, Del.	17	1,375,285	273,902	220,366	132,302	5,503	784,075
Wilmington, N. C.	6	617,278	135,211	85,770	51,179	2,817	663,781
Winona, Minn.	6	282,200	41,737	26,530	15,779	1,268	203,375
Worcester, Mass.	19	1,638,105	290,886	342,205	261,689	4,029	1,332,180
Yonkers, N. Y.	9	1,523,150	212,230	239,884	90,007	1,437	614,620
York, Pa.	8	447,907	106,469	49,639	25,477	2,232	410,374
Youngstown, Ohio.	7	825,529	138,925	70,848	29,161	2,562	424,691
Zanesville, Ohio.	6	716,440	222,158	56,745	34,779	4,440	479,506
Amount paid post-office inspectors	5,310	577,354,923	122,388,275	206,038,135	93,545,734	3,700,346	342,361,621
Total							

amount of mail delivered and collcted, the number of pieces handled, etc.—Continued.

Collected.			Pieces handled.		Cost of service (in- cluding incidental expenses).			Postage on local matter.	Established.
Letters.	Postal cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece (in mills).		
90,455	20,454	8,848	475,891	118,973	3,332.23	833.06	7.0	1,278.18	
796,378	272,667	80,217	4,048,939	269,029	10,098.50	673.23	2.5	7,172.82	
473,047	133,532	127,578	2,417,473	345,353	4,908.60	701.26	2.0	3,028.95	
1,497,395	446,411	117,470	6,470,423	248,662	20,245.94	778.69	3.1	9,113.12	
5,723,379	402,382	447,708	22,265,724	558,643	37,324.24	933.11	1.7	34,295.69	
1,216,682	353,063	659,219	4,314,370	431,370	7,247.10	724.71	1.6	3,359.19	
37,965	20,450	12,022	352,338	70,468	1,439.46	287.89	4.0	407.62	Feb. 1, 1887
392,803	84,821	111,370	1,387,431	277,480	2,677.91	535.58	1.9	1,294.43	Oct. 1, 1886.
407,988	62,767	38,141	1,563,416	173,713	6,663.19	740.35	4.2	2,484.93	
1,559,317	356,950	179,190	6,712,268	447,484	10,831.68	722.11	1.6	9,028.00	
19,406,092	5,668,126	3,949,514	80,528,006	423,820	177,585.77	934.66	2.2	274,123.72	
6,363,867	1,301,832	561,060	23,407,596	520,160	42,795.32	951.01	1.8	53,231.27	
352,094	96,296	38,310	1,951,028	195,103	7,222.54	722.25	3.7	3,845.79	
454,248	59,998	40,098	1,630,457	293,779	6,538.56	934.08	3.9	4,067.72	
453,746	66,074	40,513	1,916,205	212,918	7,948.18	883.13	4.1	3,044.40	
174,030	59,625	14,867	1,119,835	188,639	5,247.16	874.54	4.6	2,090.09	
17,296,314	2,976,922	2,558,236	53,300,923	471,869	102,967.88	911.22	1.9	162,573.71	
917,340	36,552	33,246	1,414,850	202,136	5,564.71	794.96	3.9	3,350.84	
732,171	111,137	74,056	2,613,073	435,512	5,114.09	832.35	1.9	2,262.60	
1,082,019	271,026	106,580	3,885,644	353,240	8,572.15	779.29	2.2	9,871.68	
793,725	150,221	72,824	3,364,982	177,104	15,687.37	825.65	4.6	12,607.94	
234,626	95,343	43,621	2,076,229	296,461	5,333.73	761.96	2.5	1,397.40	
575,431	144,833	164,072	1,864,310	260,330	5,446.84	778.12	2.9	2,444.59	
969,261	132,540	47,815	3,366,257	480,894	6,035.83	862.26	1.8	2,064.36	
1,061,478	357,155	401,569	4,945,965	494,508	6,032.15	693.21	1.4	3,850.24	
1,020,092	281,544	110,154	4,550,344	350,027	11,379.15	875.32	2.5	9,366.01	
611,612	166,741	104,391	3,550,537	296,378	10,204.07	850.34	2.8	4,219.33	
2,063,309	541,046	218,949	10,703,874	411,687	21,602.34	830.86	2.0	22,218.99	
432,379	87,687	36,382	2,128,267	266,033	6,439.95	804.99	3.0	5,898.91	
1,400,168	608,720	436,748	6,437,996	585,272	9,135.78	830.53	1.4	3,827.53	
2,833,151	615,783	407,828	10,513,199	438,050	21,111.15	879.63	2.0	11,021.84	
1,281,207	368,874	68,993	6,765,477	670,548	8,775.99	877.60	1.3	9,039.77	
750,868	214,545	67,416	3,209,482	229,240	11,754.47	839.61	3.6	6,880.65	
2,240,755	512,734	434,025	9,598,778	355,510	19,207.81	711.40	2.0	20,926.03	
1,501,669	339,737	157,801	6,000,301	428,593	11,979.88	855.71	1.9	7,880.05	
6,192,933	1,382,167	879,838	24,918,581	296,656	81,938.85	975.46	3.2	53,890.79	
241,729	36,592	9,686	1,285,454	214,242	4,609.42	768.24	3.6	4,142.35	
417,762	79,707	109,865	2,005,050	289,436	4,990.63	712.95	2.5	1,704.88	
1,198,837	252,323	123,816	3,697,179	336,107	7,606.97	699.72	2.0	3,598.52	
719,540	64,779	83,823	2,395,283	239,526	4,345.75	434.57	1.8	1,830.06	Oct. 1, 1886.
784,766	163,452	71,363	3,125,225	347,247	8,062.14	898.02	2.6	9,384.97	
705,972	160,406	77,023	2,593,872	324,234	6,761.25	845.16	2.5	3,068.00	
782,543	217,064	45,463	3,846,093	226,241	11,485.98	675.64	3.0	7,079.74	
450,256	119,385	13,505	2,059,272	343,212	4,464.49	744.08	2.1	3,727.16	
109,014	43,703	26,672	870,884	145,147	3,397.03	568.17	3.9	1,679.69	Oct. 1, 1886.
925,836	257,567	86,161	5,138,748	270,460	15,243.69	802.30	2.9	11,146.00	
605,727	110,182	69,116	3,403,362	384,818	6,784.89	753.88	1.9	6,338.48	
228,042	49,651	26,756	1,347,469	168,434	6,382.11	797.78	4.7	1,733.02	
413,143	86,402	30,840	1,827,191	261,027	5,183.30	740.47	2.8	2,529.37	
475,617	225,108	32,394	2,247,283	374,547	5,029.29	838.21	2.2	1,679.49	
617,016, 182	170,079, 552	102,073, 888	2,234,564, 656	420,822	4,607,355.95	867.67	2.0	6,691,253.69	
					11,336.12				
					4,618,692.07				

REPORT
OF THE
SECOND ASSISTANT POSTMASTER-GENERAL
TO THE
POSTMASTER-GENERAL
FOR
1887.

REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., September 24, 1887.

SIR: The annual rate of expenditure for inland mail transportation on the 30th of June, 1887, was—

For 13,830 star routes, aggregating 231,208.53 miles in length.....	\$4, 695, 268. 69
For 30 regulation wagon routes, aggregating 337.75 miles in length...	404, 264. 74
For 5,518 mail-messenger routes, aggregating 4,300.64 miles in length..	829, 548. 61
For 123 steam-boat routes, aggregating 10,597.12 miles in length.....	433, 189. 18
For 1,827 railroad routes, aggregating 130,948.81 miles in length.....	16, 174, 691. 22
For railway post-office car service	1, 881, 580. 50
For railway post-office clerks.....	4, 827, 466. 00
For mail equipments	274, 913. 83
For necessary and special facilities on trunk lines.....	285, 586. 10
Total.....	29, 806, 508. 87

Comparison with the report for June 30, 1886, shows: For the star service (including the regulation wagon service) an increase of 615 routes, a decrease of 2,318.72 miles in the length of routes, and a decrease of \$252,647.57 in the annual rate of expenditure.

The number of miles traveled per annum was 84,259,284.27, at a cost of 6.05 cents per mile; showing an increase of 1,031,563.27 in the number of miles traveled per annum and a decrease of 0.37 cent in the rate of cost per mile.

For the mail-messenger service an increase of 163 routes, an increase of 126.64 miles in the length of routes, and a decrease of \$5,311.39 in the annual rate of expenditure.

The number of miles traveled per annum (as estimated) was 9,901,805.61, at a cost of 8.37 cents per mile.

In the special office service there were 2,434 routes, aggregating 15,431.86 miles in length.

The number of miles traveled per annum (as estimated on basis of two trips a week for each route) was 3,209,826.88; an increase of 54 routes, and an increase of 679.86 miles in the length of routes.

For the steam-boat service, an increase of 6 routes, a decrease of 214.88 miles in the length of routes, and a decrease of \$13,229.82 in the annual rate of expenditure.

The number of miles traveled per annum was 3,112,283.32, at a cost 13.92 cents per mile; showing a decrease of 5,311.68 in the number of miles traveled per annum, and a decrease of 0.40 cent in the rate of cost per mile.

For the railroad service, an increase of 125 routes, an increase of 7,015.81 miles in the length of routes, and an increase of \$654,500.22 in the annual rate of expenditure for transportation.

The number of miles traveled per annum was 169,689,865.85, at a cost of 9.53 cents per mile; showing an increase of 3,990,476.85 in the number of miles traveled per annum, and an increase of 0.16 cent in the rate of cost per mile.

For the railway post-office car service, an increase of \$65,259.50 in the annual rate of expenditure.

The annual rate of expenditure for the railroad service, including the railway post-office car service, was \$18,056,271.72; showing an increase of \$719,759.72.

The cost per mile traveled for railroad service, including the cost for railway post-office car service, was 10.64 cents, showing an increase of .18 cent in the rate of cost per mile.

For the railway post-office clerks, an increase of \$259,821 in the annual rate of expenditure.

For mail equipments, a decrease of \$13,220.17 in the annual rate of expenditure.

For necessary and special facilities on trunk lines, an increase of \$33,860.10 in the annual rate of expenditure.

The sums actually disbursed appear in the Auditor's report.

The number of contracts drawn in duplicate during the year was 5,366; an increase of 887 over the preceding year.

Comparison of the star and steam-boat service for the year ended June 30, 1887, with the annual average of said service for eight years next preceding develops the following results:

TABLE NO. 1.—Comparison of star and steam-boat service.

	Star service.			Steam-boat service.		
	Miles traveled.	Rate of expenditure.	Cost per mile.	Miles traveled.	Rate of expenditure.	Cost per mile.
Average for years 1879 to 1886, inclusive	78,395,547	\$5,853,867	<i>Cents.</i> 7.467	4,296,926	\$617,801	<i>Cents.</i> 15.068
For year ended June 30, 1887.....	84,250,284	5,099,533	6.052	8,112,283	433,119	13.918
Increase (per cent.)	7.479					
Decrease (per cent.)		12.886	18.95	27.603	33.129	7.63

TABLE NO. 2.—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 to 1889, inclusive, as compared with the appropriation for the year preceding each of them:

Appropriation.		Estimate.		Percentage of increase or decrease.	
Year.	Amount.	Year.	Amount.	Increase.	Decrease.
1880.....	\$20,845,000.00	1881.....	\$24,125,000.00	15.73	.....
1881.....	23,326,000.00	1882.....	25,715,032.00	10.24	.....
1882.....	24,376,032.00	1883.....	25,738,000.00	5.59	.....
1883.....	26,067,000.00	1884.....	25,494,120.00	.....	2.29
1884.....	24,387,120.00	1885.....	27,441,605.60	12.52	.....
1885.....	26,401,000.00	1886.....	30,291,269.50	14.74	.....
1886.....	28,510,090.00	1887.....	30,363,735.64	6.50	.....
1887.....	30,100,432.00	1888.....	30,137,750.15	.12	.....
1888.....	30,137,750.15	1889.....	31,616,682.74	5.58	.....

The first of the immediately preceding tables shows that while there has been a steady and uniform increase in the percentage of the miles traveled in the star service, or in other words in the quantity of the service performed, to meet the demands of the public for postal facilities, there has been on the other hand a steady and uniform decrease in the percentage of the annual rate of cost of such service per mile. The increase in the percentage in the service last year over the average service during the preceding seven years was 7.11 per cent.; this year the increase of the same over the preceding eight years was 7.48 per cent., while the figures show a decrease in the rate of cost per mile this year of 19 per cent. as against a decrease last year of 16 per cent.

In the steamboat service, as will be seen by reference to the same table, there has been an equally gratifying result in the reduction of percentage in the rate of cost per mile in the service performed.

A condensed statement of the whole service for the fiscal year ended June 30, 1887, shows that the total number of routes in operation on that date was 23,762, being an increase on the previous year of 963 routes, or 4.22 per cent.; that the length of these routes aggregated a mileage of 392,874.71, being a net increase in mileage of 5,288.71, the percentage of increase in length of routes being 1.36; that the number of miles traveled during the year was 270,173,065.93, being an increase of 5,016,728.44 of miles of travel, equivalent to an increase of 1.99 per cent. in miles traveled; that the cost per mile traveled was 11.032 cents, being a decrease of 1.64 per cent. in the cost of miles traveled over the previous year; that the rate of cost of this service on the same day, to wit, June 30, 1887, was \$29,806,508.87, being a total increase over the previous fiscal year of \$779,850.87, being an increase of 2.68 per cent. in the rate of expenditure over the previous year.

STAR SERVICE.

The annual rate of expenditure for this class of service, including regulation wagon mail service, on June 30, 1887, was \$5,099,533.43.

The number of routes was 13,860, of an aggregate length of 231,596.28 miles, and an annual travel of 84,259,284.27 miles.

The cost per mile traveled was 6.05 cents.

A comparison with the last annual report shows for the fiscal year ended June 30, 1887, an increase of 615 routes, of 1,031,563.27 miles traveled per annum, and a decrease of \$252,647.57 in annual rate of expenditure.

The appropriation for the last fiscal year was \$5,850,000. The sum actually expended was \$5,119,649.30, leaving an unexpended balance of \$730,350.70.

The contracts made during the last fiscal year for the performance of star service from July 1, 1887, to June 30, 1891, in the third section, embracing the States of Ohio, Indiana, Michigan, Wisconsin, Minnesota, Illinois, Iowa, and Missouri, effected a saving of \$86,507.32 in the annual rate of expenditure in that section over the rate of cost during the previous contract term, and represents a saving of \$346,029.28 for the ensuing four years from July 1, 1887.

The number of routes in operation on June 30, 1887, including regulation wagon routes, was 13,860; on July 1, 1887, 14,368, an increase of 508.

The annual rate of expenditure for all the star service in operation on July 1, 1887, was \$5,040,790.97, being \$58,742.46 less than on June 30, 1887.

The appropriation for the current year is \$5,400,000; the sum estimated as necessary for the current fiscal year is \$5,300,000, leaving an unexpended balance at the close of the fiscal year of \$100,000. Estimated as necessary for the fiscal year ending June 30, 1889, \$5,482,000; being \$82,000, or 1.52 per cent., more than the appropriation for the current year.

REGULATION WAGON SERVICE.

This service is that performed in cities in wagons of a uniform character prescribed by the Department, and is a most important and necessary arm of the service for the dispatch and transfer of the mails in the great centers of business and population. It is awarded by contract, as star route service, and is estimated for in the appropriation for that service, and paid for out of that appropriation. The statement following shows the cities in which it has been established and the annual rate of expenditure therefor:

Annual rate of expenditure for regulation, mail messenger, mail station, and transfer service in operation on June 30, 1887.

Place.	Amount.	Place.	Amount.
Baltimore, Md.	\$8,875.20	New Orleans, La.	\$4,098.00
Boston, Mass.	34,960.10	New York, N. Y.	165,000.00
Brooklyn, N. Y.	16,800.00	Omaha, Nebr.	2,995.00
Buffalo, N. Y.	4,900.00	Philadelphia, Pa.	27,300.00
Burlington, Iowa	1,700.00	Pittsburgh, Pa.	6,880.00
Charleston, S. C.	2,100.00	Providence, R. I.	2,890.00
Chattanooga, Tenn.	1,490.00	Richmond, Va.	2,690.00
Chicago, Ill.	55,530.10	San Francisco, Cal.	8,000.00
Cincinnati, Ohio	8,937.00	Saint Louis, Mo.	16,998.00
Cleveland, Ohio	4,000.00	Saint Paul, Minn.	2,393.00
Detroit, Mich.	5,758.00	Savannah, Ga.	2,406.00
Kansas City, Mo.	5,830.00	Toledo, Ohio	5,670.07
Knoxville, Tenn.	1,407.00	Washington, D. C.	9,876.54
Louisville, Ky.	5,894.00	Washington, N. C.	890.00
Memphis, Tenn.	4,000.00		
Nashville, Tenn.	2,792.00	Total	404,264.74

STEAM-BOAT SERVICE.

The annual rate of cost of this class of service on June 30, 1886, was \$446,419, and on July 1, 1886, \$405,945, showing a reduction of \$40,474. On June 30, 1887, it was \$433,189.18, showing a reduction of \$13,229.82 since June 30, 1886.

This reduction has been accomplished notwithstanding the establishment of service from Tampa, by Key West, Fla., to Havana, Cuba (under the provisions of the act of March 3, 1885), which went into operation August 1, 1886, under a contract at a cost of \$54,000 for the ensuing eleven months of the fiscal year ending June 30, 1887. There has also been an increase of six routes during the last fiscal year.

The contracts for this class of service going into effect July 1, 1887, in the third section were made at an aggregate rate of \$3,362.46 less than the service which they replaced, representing a saving of \$13,449.84 for the contract term of four years.

The appropriation for this service for the fiscal year ended June 30, 1887, was \$575,000, of which there was expended \$421,370.24, leaving an unexpended balance of \$153,629.76.

The appropriation for inland steam-boat service for the current fiscal year is \$450,000. The annual rate of cost on August 31, 1887, was

\$439,503.13, and in view of these figures, the fact that there is every probability that the Tampa and Havana service will be kept up, and the further fact that there is now pending an urgent application for increase of the service from Port Townsend, Wash. Ter., to Sitka, Alaska, it is submitted that a slightly increased appropriation will have to be made, and I recommend, therefore, an appropriation of \$475,000 for the next fiscal year.

MAIL-MESSENGER SERVICE.

The annual rate of expenditure for this class of service on June 30, 1887, was \$829,548.61.

A comparison with the service on June 30, 1886, shows that there has been an increase of 163 routes, of 126 miles in length, and a decrease of \$5,311.39 in the annual rate of cost.

The annual rate of cost on August 31, 1887, was \$829,535.60.

The sum deemed necessary for the next fiscal year is \$900,000, the same as the appropriation for the current year.

During the past fiscal year a very close and thorough review of this service has been made with the view of ascertaining with as much certainty as possible what railroads were liable for the performance of terminal service and the supply of intermediate offices within the 80-rod limit, and it has resulted in a diminution in the rate of cost of this service, which is shown in the tables.

DIVISION OF INSPECTION.

To this division is assigned the duty of inspecting the performance of the whole service in all its branches throughout the United States and Territories. At the end of every month reports known as "Registers of Arrivals and Departures" of the mails are forwarded to this division by postmasters at the terminal or reporting offices. These are carefully examined to ascertain if the service has been regularly and properly performed without failure or delinquency, and in conformity with the terms of the contract and the orders and regulations of the Department.

To this division also are forwarded all complaints and reports of failures, or delinquencies in the service, and it conducts all the correspondence incident thereto. It is gratifying to state that these complaints are less frequent than formerly, which fact indicates a more satisfactory performance of the service. If the service is found to be performed in accordance with the terms of the contract and the orders and regulations of the Department, this fact is certified quarterly to the Auditor of the Treasury for the Post-Office Department, and on these certificates payments for the service are made. When failures or delinquencies are reported fines or deductions are made for such failures or delinquencies, and these are noted on the certificates of the service transmitted to the Auditor, and payments are made accordingly. The duties of this division are very important, as on the proper fulfillment of them the efficiency of the service greatly depends.

The following statement shows the amount of fines and deductions so made during the last fiscal year, and also the amount of remissions of said fines and deductions when proper evidence was submitted in accordance with the provisions of section 3962, Revised Statutes. (Postal Laws and Regulations, 1887, p. 329.)

FINES AND DEDUCTIONS.

The gross amount of fines and deductions from postal contractors and others during the year ended June 30, 1887, was.....	\$289, 710. 29
The amount of remissions on deductions on account of satisfactory explanation was.....	\$40, 457. 68
The amount of remissions of fines was.....	35, 435. 50
Making total remissions of fines and deductions of.....	75, 893. 18
Leaving the net amount of fines and deductions on account of railroad, star, and steam-boat service for the fiscal year ended June 30, 1887, of...	213, 817. 11
To this are to be added fines imposed on, and deductions made from, the pay of railway mail service employes for failures, of...	\$3, 760. 73
And from mail messengers.....	2, 324. 59
Making total net deductions and fines for the fiscal year ended June 30, 1887, of.....	219, 902. 43

The above amounts are classified as follows:

Deductions and fines, railroad service.....	\$208, 725. 01
Deductions and fines, star service.....	54, 194. 79
Deductions and fines, steam-boat service.....	26, 790. 49
Deductions and fines, mail messengers.....	2, 324. 59
Deductions and fines, postal clerks.....	3, 760. 73
Total deductions and fines.....	\$295, 795. 61
Remissions, railroad service.....	61, 373. 46
Remissions, star service.....	11, 668. 11
Remissions, steamboat service.....	2, 752. 04
Remissions, postal clerks.....	99. 57
Total remissions.....	75, 893. 18
Leaving net amount of fines and deductions for the fiscal year ended June 30, 1887, of.....	219, 902. 43

MAIL EQUIPMENTS.

Appended herewith is a tabular statement (O) of the number, description, prices, and cost of all mail-bags and mail-catchers purchased and put into service during the year ended June 30, 1887; 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 June 30, 1886.

The total cost of mail-bags and mail-catchers, with their appurtenances and repairs, during the year ended June 30, 1887, was \$255,391.83, against a cost for the same item during the previous fiscal year ended June 30, 1886, of \$268,138.36.

The appropriation for these items for the last fiscal year was \$260,000.

The total number of new mail-bags purchased and put into service during the year was 185,500, of which number 25,500 were locked mail-bags of various kinds and sizes, used chiefly for letters and registered mail matter, and 160,000 were tied mail-bags, used for mail matter of the second, third, and fourth class when not registered.

This number of new mail-bags was required for the most part to take the place of old ones worn out and decayed. This shows a decrease of 12 per cent. compared with the quantity (212,362) put in service during the last preceding year.

The reduced amount of appropriation, which was \$15,000 less than the appropriation for either the last preceding year or the current fiscal year, necessitated this decrease, but it must be added that this decrease

in the appropriation compelled the Department to afford less adequate means to supply sufficient mail-bags during the year, and left the unsatisfied demands of the service to be met by the appropriation for the current fiscal year.

The balance of the appropriation shown to have been unexpended (\$4,608.17 statement O) resulted from the amount reserved out of the appropriation for the reimbursement to postmasters for expenses necessarily incurred, and paid by them for repairs of mail-bags, the cost of which is contingent and variable, and can not be definitely and accurately ascertained until some time after the end of the fiscal year, when all the postmasters' accounts shall have been settled by the Auditor of the Post-Office Department.

The total cost of mail-catchers, including repairs, was \$1,804.80. The total cost of mail locks and keys, including repairs of the same, was \$19,522; the appropriation being \$20,000.

The great increase incessantly going on in the amount of mail matter, and the constant increase in the frequency of dispatching the same, require, necessarily, a commensurate increase in the supply of mail equipments. Larger quantities of such supplies will be indispensable for the necessities of the service during the ensuing fiscal year.

Under a convention recently concluded between you and the governor-general of Jamaica, a parcel post has been established, and, if the confident expectations now entertained of the extension of this class of service be realized, it will impose upon the Department the necessity of providing a larger number of bags in addition to those used in the domestic service.

After a careful consideration; the necessary cost of requisite mail equipment for the year ending June 30, 1889, is estimated to be as follows :

For mail-bags and mail-catchers.....	\$295,000
For mail locks and keys.....	30,000

The above estimate amounts to \$20,000 more for mail bags and mail catchers, and \$7,000 more for mail locks and keys than the appropriation for the current fiscal year, and it is believed that it will in no manner exceed what the requirements of the increased service will demand.

The act of Congress, approved January 3, 1887, extending the free-delivery system to places containing 10,000 inhabitants, and the continual extension and expansion of the direct-pouch and the direct-sack systems for registered matter, will require increased supplies of mail locks and keys, and a stock amply sufficient to meet any extraordinary emergencies of the service must always be kept on hand.

Accompanied herewith is a statement of the stock of mail-bags, mail locks and keys which were in service on the 30th of June, 1887.

MAIL-BAGS, MAIL LOCKS AND KEYS.

The total number of mail locks and keys in the service on the 30th of June, 1887, was as follows :

Mail-bag locks.....	240,264
Street letter-box locks	37,274
Total number of mail-locks.....	277,538

Keys to mail-bag locks.....	67,416
Keys to street letter-box locks.....	6,487
Total number of mail-keys.....	<u>73,903</u>

Number of mail-bags in service on the 30th of June, 1887, estimated from average periods of their duration, and the quantity of new mail-bags put into service during such periods.

Locked mail-bags of every kind.....	152,789
Tied mail-sacks of every kind.....	570,012
Total number of mail-bags.....	<u>722,801</u>

The business of this division involves the lifting, moving, and carrying of large quantities of weighty material (boxes containing mail locks, label cases, cord fasteners, etc.); which are to be handled in the lock room in the Department. For many years past the services of an able bodied laborer to assist in the performance of this work has been recognized and furnished. No provision has recently been made for this necessary work, and its performance is, therefore, imperfect and unsatisfactory. I therefore recommend that in the estimates for this Department provision be made for a laborer to perform this service, in accordance with the suggestions of the clerk in charge of the mail equipment division.

RAILROAD TRANSPORTATION.

The annual rate of cost for railroad transportation on all adjusted service on June 30, 1887, was \$16,174,691, as against \$15,520,191 on June 30, 1886, being an increase of \$654,500, or 4.22 per cent. The increase for the year ended June 30, 1886, was \$761,696, or 5.16 per cent., and for the year ended June 30, 1885, \$1,484,889, or 11.18 per cent. It will thus be seen that the increase in the annual rate of cost for the fiscal year ended June 30, 1887, is \$107,196 less than the increase for the fiscal year 1886, and \$330,389 less than the increase for the fiscal year 1885.

Notwithstanding this large comparative reduction in the annually increasing rate of cost, the efficiency of the service has been fully maintained, and more miles of new service were ordered in the fiscal year ended June 30, 1887, than in the two previous years combined. The amount of new service ordered in 1885 was 3,872 miles, and in 1886 2,901 miles, making for the two years an aggregate of 6,773 miles, whereas in the fiscal year 1887 7,016 miles were ordered. There was, however, more unadjusted service at the close of the fiscal year 1887 than at the close of either of the two previous fiscal years.

Had it been practicable to adjust the service to June 30, 1887, as closely as it was adjusted at the end of the fiscal year 1886, the ascertained increase in the annual rate of cost for the two years 1886 and 1887, would have been very nearly the same. At the close of the fiscal year 1886 there were 1,593 miles of unadjusted service and at the close of 1887, 4,195 miles, being an increase in the unadjusted service of 2,602 miles, which, had it been adjusted, is estimated would have increased the cost of the adjusted service on June 30, 1887, by \$130,000, making the rate of cost of adjusted service on that date \$23,000 more than at the close of the previous year. It was, however, not possible to adjust this service more closely owing to the great activity in railroad construction and the time required in obtaining the data necessary for making the adjustments under the law.

Weighings were ordered on all railroads in the third section, composed of the States of Illinois, Iowa, Wisconsin, Minnesota, and Missouri, and also on new roads and extensions in other sections of the country, for thirty days from March 30, 1887, but after that time it became necessary to order service on a large number of new roads which could not be weighed the thirty successive working days required by law in time for the adjustments thereon to be made to June 30, 1887. The following table shows the amount of unadjusted service at the close of the past five fiscal years as compared with the miles of new service ordered in said years respectively:

Year.	New service.	Unadjusted service June 30.	Year.	New service.	Unadjusted service June 30.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>	<i>Miles.</i>
1882	8,994	8,449	1885	3,872	2,945
1883	9,645	7,234	1886	2,901	1,593
1884	6,952	9,026	1887	7,016	4,193

The readjustment of the rates of pay to all railroad companies in the States and Territories in which the contract term expired June 30, 1887, also in other States on new routes and extensions upon which pay had not heretofore been fixed, are set out in detail in Table H of this report. The regular readjustment from July 1 last occurred, as before stated, in the States of Illinois, Iowa, Wisconsin, Minnesota, and Missouri. These readjustments have all been completed, and they show a net increase in the annual rate of cost of service in those States of \$601,247, or 16.03 per cent. In the report of last year this increase was estimated at 12 per cent. These States are among the most populous in the country, and embrace several of the large trunk lines on which there was an increase in the weight of mails which has enhanced the percentage of increase in cost above the average weight of increase at regular quadrennial weighings, which average of rate of increase has heretofore been about 12 per cent.

The following table shows the average rate of cost per mile per annum based upon the aggregate length of routes for the years therein mentioned.

Years.	Length of route.	Total pay for transportation.	Average rate per mile per annum.	Years.	Length of route.	Total pay for transportation.	Average rate per mile per annum.
1880	85,820	\$9,237,945	\$108.27	1884	117,160	\$13,273,006	\$113.29
1881	91,569	10,249,261	111.92	1885	121,032	14,758,495	121.85
1882	100,563	11,297,333	112.34	1886	129,633	15,510,191	123.23
1883	110,208	12,288,799	111.50	1887	130,948	16,174,691	123.52

From the above it will be seen that there has been a decrease during the last fiscal year of \$1.71 in the average rate of cost per mile per annum in the length of routes. This decrease is in part attributable to the fact that the service was not as closely adjusted on June 30, 1887, as it was at the close of the previous year for the reasons above adverted to.

RAILWAY TRANSPORTATION AND RAILWAY POST-OFFICE CARS COMBINED.

The following tabular statement shows the annual rate of expenditure for railroad transportation and railway post-office cars combined for the last eight years:

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	5,329	6.66	\$10,498,986	\$631,396	9.73
1881.....	91,569	6,249	7.82	11,013,368	1,114,382	10.61
1882.....	100,563	8,994	9.82	12,753,181	1,139,816	9.81
1883.....	110,208	9,645	9.59	13,887,800	1,134,618	8.89
1884.....	117,160	6,952	6.30	15,012,603	1,124,803	8.09
1885.....	121,032	3,872	3.30	10,627,081	1,015,380	10.76
1886.....	123,933	2,901	2.39	17,336,512	704,520	4.20
1887.....	130,949	7,016	5.66	18,056,272	710,760	4.15

It will be seen by the above statement that the increase in the annual rate of cost in these two items of expenditure, constituting together the largest single element of charge in the service during the last fiscal year, is but \$11,231 over the increase for the same items for the fiscal year ended June 30, 1886, while it is \$895,620 less than the increase in the same items for the fiscal year ended June 30, 1885. The percentage of increase of cost per annum during the above-mentioned period of eight years is shown in the table.

It was the policy and determination of the office to promptly meet the demands of the public for increased service by availing itself of the facilities of the railroads as speedily as these facilities were furnished. As has been already stated the increase in this branch of the service during the last fiscal year was 7,016 miles. Herewith is appended a statement showing in what States the largest part of this increase took place:

States.	Increase in number of routes.	Increase in length of routes.	Estimated increase in the annual rate of expenditure on account of this new service.
		<i>Miles.</i>	
Kansas.....	23	1,293.00	\$83,583.60
Nebraska.....	11	754.66	45,279.60
Texas.....	8	603.68	30,229.80
Illinois.....	6	576.48	34,588.80
Dakota.....	7	449.13	28,947.80
Minnesota.....	5	417.75	25,065.00
Iowa.....	5	335.35	20,121.00
Florida.....	6	271.00	16,269.00
Oregon.....	4	268.33	16,999.80
Total.....	75	5,069.44	304,166.40

In addition to this, and as illustrating the rapid increase in railroad service, it may here be mentioned that from July 1 to October 21, 1887,

956 miles of new service were ordered in Kansas, 189 miles in Nebraska, 278 miles in Dakota, 172 miles in Washington Territory, 155 miles in California, 496 miles in Texas, and 309 miles in the Indian Territory.

FAST MAIL—PITTSBURGH TO KANSAS CITY.

In March last contracts were made by you with the Pennsylvania Railroad Company and the Missouri Pacific Railway Company for a special postal fast train from Pittsburgh to Kansas City, to be run for a period of four years from March 14, 1887. The contract with the Pennsylvania Company provided also for a special fast train to be run in connection with the above from Columbus to Cincinnati, Ohio. The contract stipulated that all mail for points properly servable from said lines of railroad, and for the southwestern part of the country which, in the judgment of the Post-Office Department, could be as quickly, conveniently, and beneficially to the public sent upon these lines of road, should thereafter be transported thereon; that the company should provide an additional line of 60-foot postal cars to run from Pittsburgh to Kansas City, for which the legal compensation provided by law should be allowed; and that a reweighing of the mails should be had for thirty days from March 30, 1887, and compensation based thereon readjusted in accordance with the law from April 1, 1887. The mails on these lines were accordingly reweighed, and compensation adjusted in accordance with the terms of the contracts. The increase in the cost resulting therefrom was, for transportation \$154,233.26, and for railway post office cars, \$45,162, or a total cost of \$199,395.26.

For a full and detailed statement of the postal benefits secured by these contracts to a large and populous portion of the country I refer to the report of the General Superintendent of the Railway Mail Service. It may be briefly stated that it has expedited the eastern mails destined for Saint Louis six hours, and mail for all points west and southwest of Saint Louis from six to eighteen hours, or what is equivalent to a whole commercial day. The States thus beneficially affected embrace southwest Missouri, Kansas, southern Nebraska, and northern Texas, Colorado, and Utah, and the advantage of this fast mail extends as far west as San Francisco.

REQUIREMENTS FOR THE CURRENT YEAR.

The appropriation for the current year for railroad transportation is \$15,867,962. This is for the service exclusive of the amounts to be credited the subsidized Pacific railroads. This appropriation will probably fall short of the requirements of the service, by what amount I am unable at present to state with certainty, but it will approximate, if not reach, the sum of \$250,000. The large increase in the extension of railroad transportation and the great and unprecedented increase in the weight of mails in the third section, which were weighed last March, and the additional expense recently incurred for the fast mail from New York to Saint Louis, which was not contemplated at the time the estimate was made, will account for this anticipated deficiency.

ESTIMATE FOR 1889.

It is estimated that the sum of \$17,059,617 will be required for the transportation of the mails on railroads for the fiscal year ending June

30, 1889, being an increase over the appropriation for the current fiscal year of \$1,191,655. This large increase in the estimate for the next fiscal year is owing to the causes already adverted to, namely, the great increase in railroad extension and the consequent and necessary increase in railroad mail service, and also to the large increase in the weight of the mails. The regular quadrennial weighing will take place next year in the second section, embracing the States of North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Kentucky, Tennessee, Ohio, Indiana, and Michigan, and the adjustment of pay of railroad service in these States will go into effect July 1, 1888.

As my letter of estimates will explain, I have placed the increase in the rate of cost of the service in this section over the present rate at 14 per cent., which is moderate in view of the fact that the percentage of increase in the cost of railroad mail transportation in the third section, embracing the States of Illinois, Iowa, Missouri, Wisconsin, and Minnesota, which were weighed in March last, was 16.03 per cent., being 4 per cent. in excess of what was estimated for. As three of the States to be weighed next year, namely, Ohio, Indiana, and Michigan, are contiguous to the States in the third section, it may safely be inferred that the same conditions which have enhanced the cost of the service in that section, as above stated, exist and will be found to operate in these three States. There is every reason also to believe that a considerable increase will be found in the weight of the mails, and consequently in the increase in the cost in the Southern States comprised in the second section, especially in Tennessee, Kentucky, Georgia, and Alabama. This increase in the estimate for 1888-'89 over the appropriation for the current year is further explained by the fact that there will be, in all probability, a deficiency of about \$250,000 in the appropriation for the current fiscal year to meet the increased requirements of the service.

If we add to the appropriation for the current year the amount of this anticipated deficiency in this branch of the service, it will be seen that the difference between the estimate for the next fiscal year and the amount which will be actually required for the present fiscal year is \$941,655, which sum is but \$233,557 more than the average annual increase in the rate of cost for the past two years, and is abundantly accounted for by the large expansion of the railroad service and the general improvement of the business of the country during the current year, to which improvement no public agency is more sensitive and more quickly responds in increased service and increased expenditure than the postal service. What may be called the express business of this service, that is, the carrying by mail of packages of merchandise not exceeding 4 pounds in weight, has largely increased. This utilization of the postal service as an agent in the economy of distribution is rapidly growing in popularity and favor and expanding every year, and adds materially to the increase in the weight of the mails and the consequent increase in the rate of annual expenditure.

From the Auditor's books it appears that there was of the appropriation for the fiscal year ended June 30, 1887, an unexpended balance remaining at that date of \$888,150.06. There are, however, outstanding liabilities chargeable to this item of expenditure amounting, it is estimated, to about \$80,000, which, when deducted, will make the total unexpended balance for the last fiscal year about \$800,000.

RAILWAY POST-OFFICE CARS.

The annual rate of cost of railway postal cars on June 30, 1887, was \$1,881,581, as compared with \$1,816,321 on June 30, 1886. This shows an increase over the previous year of \$65,260, or 3.59 per cent. There was a decrease in the annual rate of cost in 1886 of \$53,167, thus making a net increase for 1886 and 1887 of but \$12,092, or an average for each year of \$6,046, whereas the annual average increase in cost, from 1881 to 1885, inclusive, was \$121,689, as will appear from the following table showing the increase or decrease in the cost of this service:

Year.	Cost.	Increase.	Decrease.	Increase.	Decrease.
				Per cent.	Per cent.
1890	\$1,261,041	.....	.....	.....	.....
1891	1,364,107	\$103,066	.....	8.17	.....
1892	1,455,851	91,744	.....	6.73	.....
1893	1,500,001	143,150	.....	9.63	.....
1894	1,738,997	139,996	.....	8.76	.....
1895	1,809,468	139,491	.....	7.50	.....
1896	1,816,321	.....	\$53,167	.....	2.84
1897	1,881,580	65,259	.....	3.59	.....

The large reduction in the past two years in the average annual increase in rate of cost is principally due to the discontinuance in the fiscal year ended June 30, 1886, of pay for apartment postal-cars less than 40 feet in length, to which reference was made in the last annual report. It will be observed, however, that the annual rate of increase in the fiscal year ended June 30, 1887, which was not affected by the discontinuance of the pay for apartment cars, is only about one-half the average increase for the years from 1881 to 1885, inclusive.

A full and detailed statement of the operation of the railway postal car service for the past fiscal year will be found in the report of the General Superintendent of the Railway Mail Service and the tables annexed to his report. It will be seen by an examination of his report and the said tables that this important branch of the service is in a very efficient and satisfactory condition, and that the changes made by the present superintendent have improved this service. I cordially concur in the recommendation which he makes for an increase in the number of division superintendents in the Railway Mail Service. The rapid extension of the railway mail and post-office car service over the whole country, and the great increase in the weight of mail matter render this increase a matter of vital importance for the proper regulation and efficiency of the service.

I also concur in his recommendation to increase the salaries of the chief clerks attached to the offices of the various division superintendents from \$1,400 to \$1,500 per annum, and that an appropriation for an allowance not to exceed \$300 to each of the chief clerks to the division superintendents in this service be made to meet their expenses while traveling in the service of the Department. To these clerks is assigned, in addition to other duties, that of conducting the examinations of the railway postal clerks, which entails upon them considerable amount of travel during the year, and additional expense, which now is defrayed out of their limited salaries.

SPECIAL FACILITIES.

The appropriation for special facilities on trunk lines for the fiscal year ending June 30, 1888, is \$295,987.53, and 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.	136.00	\$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 } part	Bay View—Quantico	Baltimore and Potomac.....	79.80	21,900.00
11001 }	Quantico—Richmond	Richmond, Fredericksburgh and Potomac.	81.50	17,419.26
11008.....	Richmond to Petersburg	Richmond and Petersburg	23.39	4,268.67
11009.....	Petersburgh to Weldon.....	Petersburgh.....	64.00	11,680.00
13002.....	Weldon to Wilmington.....	Wilmington and Weldon.....	162.07	23,577.77
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, 16007.....	Jacksonville to Tampa	Jacksonville, Tampa and Key West, and South Florida.	242.57	44,269.02
Total				295,987.53

I recommend an appropriation of the above total amount, \$295,987.53, for a continuance of this important service for the next fiscal year.

Attention is invited to the tables accompanying this report for full details respecting railroad service.

Table C shows the railroad service in operation on the 30th of June, 1887.

Table H shows the readjustment of the rates of pay per mile on railroad routes in States and Territories in which the contract term expired June 30, 1887, and also in other States and on certain new routes; the readjustment of the rates based upon returns of the weight of mails, and the speed at which they are conveyed; the accommodations for mails and postal agents, and the number of trips per week in accordance with the acts of March 3, 1873, July 12, 1876, and June 17, 1878.

Table I shows the rate of pay per annum for the use of railway post-office cars for the fiscal years ended June 30, 1886, and June 30, 1887, and the increase or decrease of 1887 as compared with 1886, and the reasons therefor.

Table K is a statement of expenditures on account of special facilities for the fiscal year ended June 30, 1887, out of \$291,000 appropriated by the act approved June 30, 1886.

Table L shows the number of miles of railroad mail service ordered from July 1, 1886, to June 30, 1887.

Table M gives statistics of mileage, increase in mileage, and annual transportation and cost of the railroad service from 1836 to June 30, 1887.

Before concluding this report I deem it my duty to call attention to the existing method of compensation for railroad transportation, and to reiterate the views on that subject which I had the honor to express in my last annual report.

Another year's experience in this office has only strengthened and confirmed these views and furnished additional evidence in support of the objections therein urged against the present system of payment for railroad service and in favor of a radical revision of the law of 1873, and the amendments thereto, on which the existing method of compensation rests.

Though by careful supervision of all the details of the service, and strictly insisting upon the performance of all the duties and obligations imposed by law on the railroads engaged in this service, and for other reasons hereinbefore stated, there has been a considerable and gratifying reduction in the increase in the rate of annual cost thereof, as heretofore shown, it is apparent on the other hand, and abundantly demonstrated by the tables submitted both in this and in my last annual report, that this large item of expenditure is steadily on the increase. This increase is due not only to the rapid extension of the railroads, but also to the constantly increasing weight of mails carried, and this increasing weight is the more important of the two factors entering into the question of cost, and goes on at a constantly accelerated pace, of which fact the recent increase of cost resulting from the weighing in the third section, hereinbefore referred to, furnishes a pregnant illustration. As I have before observed, it is difficult to state with any degree of exactness the annual tonnage of the United States mail carried on all the railroads in the United States, but that it is enormous may be inferred from the statement, that on seven of the great trunk-line routes there is carried an average daily weight of 578,984 pounds, or 289 tons.

Not only, however, is the existing method objectionable on the score of economy, but it is liable to further and perhaps graver objections. This branch of the service is not only more than doubled since the passage of the act of 1873, establishing the present rate and system of railroad compensation, but it has had a growth and development in directions and on lines of public usefulness which it is safe to say were hardly conceived of by the framers of that act. In the early legislation of Congress on this subject it was but natural that the old methods of mail transportation in use should be kept in view, and as little departed from as possible, and that only gradually. And on those methods of transportation the present system of railway mail compensation proceeds.

The character and requirements of the present service have undergone an entire change, and the method of adjusting the pay, therefore, is but ill adapted to the state of things resulting from this change. When a route was established under the old system reference was had mainly to the supply of points at the termini of the routes and the intermediate offices thereon, and without much regard to any connections to other and distant parts of the country or even of the same State. The present railway mail service can only properly be regarded as one vast, continuous, and unbroken system of postal communication in ceaseless operation, spanning the continent and reaching and distributing the mail to every part of it, and not as a collection or aggregate of separate, distinct, and independent routes, each one furnishing local supply within a limited territory at fixed periods and on designated schedules. It is manifest that a method of adjusting pay, based on the latter idea, can not be applicable to a system which is so altogether different in its objects and provisions. We have a number of through mail lines stretching from the Eastern cities to the Pacific coast, and from the Lakes to the Gulf. These furnish extraordinary facilities for the dispatch and distribution of the mails with every degree of speed

and frequency. Mails depart from, and arrive at, the great centers of trade and commerce not only daily but hourly, and even more frequently, and are carried with the same degree of frequency almost to every town of any considerable size and population throughout the country.

The present system of pay is liable also to another objection, and that is its want of a proper and equitable adjustment for the service performed between the Department and the railroads engaged in that performance. To illustrate both of these objections I will state that under the existing law a weighing takes place on every railroad in the United States once in every four years, and on the weight thus ascertained the pay of the road is fixed for four years ensuing from the 1st of July after such weighing. Now, the exigencies of the service are constantly requiring changes in the distribution of the mails, and it may, as it often does, happen that the weights thus ascertained may be very largely increased or diminished at any time during this period of four years. When this takes place, as it frequently does, the Department is under the necessity of reweighing the mails on the roads thus increased or diminished, at a very large cost, as the weighing must take place for thirty consecutive days over the routes thus affected by the change in distribution. Many such instances occurred during the last year.

Should space be the criterion of pay, as I have recommended (and this recommendation is enforced by the opinion and judgment of all those who have given any thought or study to this subject), it will only be necessary to ascertain the space thus increased or diminished, and readjust the pay on the roads affected by the change in distribution accordingly.

Again, under the existing law payments for apartment-car service is not allowed, that is, for apartments less than 40 feet. This service is required of the railroad companies without any compensation in addition to that which is given for weights, and this is the cause of the only attrition experienced by the Department with the railroads.

On many of the railroads, especially some of the short ones, and in very populous sections of the country, and where many trains are run daily and the mails are sent on all of these trains, a small amount of space only is required in each of the trains run, much less than 40 feet, which is the minimum of space in the railway postal service for which payment is authorized by the act of 1873, and it may be, and it is indeed the fact, that some railroads are furnishing this apartment-car service because of the number of trains which they run without any pay, while if they ran but one train, and all the space in the apartment cars which is necessary for the service were added together, it would in the aggregate amount to 40 feet, or perhaps upwards, and would thereby entitle the company to payment for such space, whereas under the present law they can get nothing for it.

While it can not be expected that any system that may be devised will prevent what is inevitable, namely, a constant and uniform increase in the cost of this service, in consequence of the steady increase in the demands of the public for the superior and increased facilities which this service furnishes, yet it is confidently believed that the substitution of space for weight as a gauge or measure of adjustment of the pay for this service will accomplish a reduction in the increase of the rate of such pay, and will enable the Department to more economically and equitably adjust that payment to the service actually performed. And therefore, in addition to a very considerable saving in

the rate of annual expenditure for this service which will thereby be achieved, the plan suggested will further advance the interests of the service by removing all present grounds of controversy between the Department and the railroad companies engaged in carrying the mails.

I believe we have reached a stage in this service which demands consideration of this important question, and to that end I have, therefore, the honor to renew the recommendations expressed in my last annual report in favor of a revision of the law on the subject of the compensation of railroads for mail service, and of the adoption of the plan, therein suggested and explained at length, of substituting space for weight as the measure of the value of the service performed and the basis of the compensation therefor.

In conclusion, I desire to express my obligations to the chiefs of division and to the clerical force generally for the intelligent and efficient assistance I have always received from them in the administration of the exacting and responsible duties of this office.

Very respectfully,

A. LEO KNOTT,
Second Assistant Postmaster-General.

Hon. WILLIAM F. VILAS,
Postmaster-General.

ADDENDUM.

- Exhibit 1.—Statement of business disposed of during the fiscal year.
 Table A exhibits cost, appropriation and estimates.
 Table B shows length of routes, annual transportation and annual rate of cost in the several classes of inland mail service.
 Table C is a statement of the railway mail service.
 Table D is a statement of the steam-boat service.
 Table E shows the increase and decrease in transportation and cost.
 Table F is a statement of deductions, fines and remissions.
 Table H shows weight of mails, speed and accommodations for mails and R. P. O. clerks, and readjustment of pay on railroad routes, with an index.
 Table I shows the rate of pay for R. P. O. cars, with increase and decrease since last annual report.
 Table K states expenditures for necessary and special facilities on trunk lines.
 Table L is a statement of railroad service established since last annual report.
 Table M shows the growth of railway mail service from 1836 to 1887.
 Table N is a statement of all contracts for mail equipments and use of patents.
 Table O is a statement of expenditures for certain mail equipments.
 Table P is a statement of expenditures for mail locks and keys.

EXHIBIT 1.—Statement showing the amount of current business disposed of during the year ended June 30, 1887.

Nature of work done.	Contract di- vision.	Division of inspection.	Railway ad- justment division.	Division of mail equip- ment.	Total.
Letters received.....	20,680	12,800	4,072	29,108	66,660
Letters written.....	15,776	15,232	3,541	1,260	35,809
Letters recorded.....	15,776	15,232	1,500	1,260	33,768
Circulars sent out.....	126,089	168,083	10,795	40,749	345,716
Telegrams.....	758				758
Orders made upon present or new service.....	21,771		1,559	153	23,483
Orders recorded upon present or new service.....	26,211	20,584	1,559	153	48,507
Pamphlet advertisements sent out.....	30,800				30,800
Routes advertised (general and miscellaneous ad- vertisement).....	4,578				4,578
Routes advertised (bulletin board).....	533				533
Routes advertised (mail messenger).....	1,876				1,876
Proposals sent out.....	203,000				203,000
Proposals endorsed, examined, and recovied (general and miscellaneous advertisement).....	91,621				91,621
Proposals endorsed, examined, and recorded (bulle- tin board).....	3,351				3,351
Contracts prepared (in duplicate).....	5,366				5,366
Briefs involving changes in service prepared.....	4,099				4,099
Proposals involving changes in service prepared.....	4,099				4,099
Volumes of Route Registers completed.....	48		7		55
Weight returns computed and adjusted.....			499		499
Postmasters' reports received and examined.....		452,300			452,300
Day-book entries.....	21,771		1,559	65,007	88,337
Mail locks and keys examined and tested.....				120,450	120,450
Key chains examined and tested.....				3,503	3,503
Mail-bag label-cases examined and tested.....				85,191	85,191
Mail-bag cord-fasteners examined and tested.....				115,466	115,466
Locks sent out.....				96,907	96,907
Mail keys in registered letters sent out.....				5,916	5,916
Mail-bag label-cases sent out.....				25,200	25,200
Mail-bag cord-fasteners sent out.....				205,000	205,000
Accounts examined.....	12,829			1,265	14,094
Tables and statements prepared.....	245				245
Certificates prepared.....	139				139
Calculations made.....	185,000	102,808	199,000		487,408
Orders entered on reports for Congress.....	5,075				5,075

A.—Inland mail service, June 30, 1887.

Items.	Annual rate of cost for 1886.	Annual rate of cost for 1887.	Percentage of increase or decrease in annual rate of cost for 1887 as to annual rate of cost for 1886.		Appropriation for 1888.	Percentage of increase or decrease in appropriation for 1888 as to annual rate of cost for 1887.		Estimate for 1889.	Percentage of increase or decrease in estimate for 1889 as to appropriation for 1888.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Inland transportation, star routes	\$5,352,181	\$5,099,533	.....	4.72	\$5,400,000.00	.....	5.89	\$5,452,000.00	.....	1.52
Inland transportation, steam-boat routes	446,419	433,159	.....	2.96	450,000.00	.....	3.88	475,000.00	.....	5.55
Inland transportation, railroad routes	15,520,191	16,174,681	.....	4.22	15,907,962.00	.....	2.82	17,050,817.00	.....	7.51
Railway post-office car service	1,816,321	1,881,581	.....	3.59	1,934,560.00	.....	3.61	2,031,288.00	.....	5.00
Necessary and special facilities on trunk lines.	251,726	285,588	.....	13.45	295,967.53	.....	3.37	295,967.53	.....	.....
Railway post-office clerks	4,516,826	4,827,466	.....	6.88	4,900,240.62	.....	8.49	5,246,790.21	.....	5.14
Mail-messenger service	834,860	829,549	.....	0.64	900,000.00	.....	17.82	900,000.00	.....	90.43
Mail locks and keys	19,996	19,522	.....	2.37	23,000.00	.....	7.08	30,000.00	.....	7.27
Mail bags and mail-bag catchers.	268,138	235,352	.....	4.73	275,000.00	.....	498.80	295,000.00	.....	.....
Miscellaneous items in the Office of the Second Assistant Postmaster-General	579	167	.....	71.10	1,000.00	.....	.....	1,000.00	.....	5.58
Total	.....	.....	.....	.....	30,137,750.15	.....	.....	31,816,682.74	.....	.....

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 star, steam-boat, and railroad

[The entire service and pay on each route are included in the amount opposite the State

States and Territories.	Total length of routes.	Length of routes and annual rate of expenditure in each class of service.					
		Star.		Steam-boat.		Railroad.	
		Length.	Annual rate of expenditure.	Length.	Annual rate of expenditure.	Length.	Annual rate of expenditure for transportation.
	Miles.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.
Maine	5,266.35	3,684.14	90,903.94	334.13	5,509.00	1,188.08	142,151.03
New Hampshire	2,084	1,222.51	34,877.48	76	2,650.00	785.49	84,717.93
Vermont	2,341.88	1,475.57	40,157.80	.....	.....	806.31	105,647.05
Massachusetts	3,255.20	1,168.54	79,341.06	89	12,093.50	1,907.06	337,827.21
Rhode Island	523.59	195.85	12,150.10	83	12,107.56	244.74	29,900.47
Connecticut	1,968.63	791.90	32,605.43	.....	.....	1,116.73	229,491.74
New York	14,186.74	7,542.95	388,784.26	220.50	11,096.17	6,423.29	1,131,864.20
New Jersey	2,641.24	931.49	34,800.51	.....	.....	1,709.75	204,390.97
Pennsylvania	15,168.08	9,091.13	274,506.30	.....	.....	6,077.55	825,622.38
Delaware	553.81	235.28	8,028.27	.....	.....	318.53	28,813.76
Maryland	4,597.31	2,243.27	81,711.37	1,011.50	13,215.00	1,312.54	319,829.52
Virginia	12,846.35	9,247.23	162,854.79	607.25	35,221.62	2,931.87	402,079.73
West Virginia	7,308.62	6,586.20	86,167.50	.....	.....	722.42	81,783.00
North Carolina	12,822.89	10,518.46	136,564.24	425	12,683.00	1,879.43	163,850.95
South Carolina	5,964.94	3,945.88	58,874.83	69.50	2,214.00	1,619.56	149,240.37
Georgia	10,706.18	6,939.47	101,288.50	12	600.00	3,754.71	349,898.74
Florida	5,277.34	2,839.26	52,946.96	737.87	68,249.00	1,700.21	112,646.53
Alabama	11,913.09	8,930	146,259.69	743	9,500.00	2,240.00	226,290.62
Mississippi	9,096.41	5,942.86	97,914.42	476	5,900.00	2,671.55	234,303.92
Tennessee	10,216.21	8,793.11	141,463.13	133.75	3,000.00	1,289.35	136,075.73
Kentucky	11,103.43	8,184.33	138,545.83	374	21,879.57	2,549.90	335,818.80
Ohio	16,087.63	6,284.34	169,007.45	220.50	14,440.00	0,582.79	1,879,624.24
Indiana	9,247.90	4,485.45	97,600.47	.....	.....	4,762.45	621,091.64
Illinois	12,959.95	4,496.73	137,593.52	.....	.....	8,454.22	983,403.38
Michigan	10,274.03	4,739.41	122,085.62	278	6,594.00	5,256.62	500,023.91
Wisconsin	9,562.48	5,030.59	163,822.33	.....	.....	4,531.89	480,030.48
Minnesota	11,119.93	4,619.67	84,595.16	.....	.....	6,500.26	698,433.31
Iowa	12,600.80	4,854.21	99,709.22	.....	.....	7,746.59	709,551.43
Missouri	17,127.48	10,423.45	263,027.90	173	9,547.46	6,531.03	877,136.07
Arkansas	9,102.16	7,497.23	114,499.49	694.25	44,500.00	910.68	62,442.67
Louisiana	5,949.84	3,873.38	71,624.77	1,083.75	42,440.00	902.71	93,059.62
Texas	20,411.22	13,376.76	259,872.33	39	576.33	6,995.46	667,987.98
Indian Territory	2,845.37	2,769.55	40,072.78	.....	.....	76.12	2,672.64
Kansas	15,391.63	9,217.25	143,081.63	.....	.....	6,174.38	587,138.34
Nebraska	10,094.72	5,841.52	88,706.22	.....	.....	4,253.20	720,371.65
Dakota	8,772.08	6,847.19	124,461.99	.....	.....	1,924.89	119,742.76
Montana	3,561.84	3,481.75	97,112.65	.....	.....	80.09	5,228.36
Wyoming	2,450.59	1,909.25	54,396.47	.....	.....	541.34	81,090.70
Colorado	6,012.26	3,511.50	113,320.87	.....	.....	2,530.76	268,765.95
New Mexico	3,759.33	2,558.75	63,914.95	.....	.....	1,191.58	103,277.86
Arizona	3,133.66	2,593	85,657.69	.....	.....	636.66	79,441.02
Utah	3,117.07	1,897.50	55,241.33	.....	.....	1,219.57	114,028.62
Idaho	2,833.64	2,749.75	90,482.46	.....	.....	83.89	4,426.29
Washington	4,464.04	2,374.65	40,608.87	986.12	59,608.33	1,193.27	106,217.47
Oregon	5,867.51	4,571.50	113,286.95	154.50	11,074.64	1,141.51	127,180.53
Nevada	3,131.91	2,594	71,557.34	.....	.....	637.91	31,610.70
California	12,589.35	8,388.57	246,252.06	495.50	17,180.00	3,795.28	557,878.87
Alaska	1,249	190	795	1,050	11,350.00	.....	.....
Totals	373,142.21	231,596.28	5,099,533.43	10,597.12	433,169.18	130,848.81	16,174,691.22
Mall messengers	.....	.....	.....	.....	.....	.....	.....
Railway postal clerks	.....	.....	.....	.....	.....	.....	.....
Mall equipments	.....	.....	.....	.....	.....	.....	.....
Necessary and special facilities on trunk lines	.....	.....	.....	.....	.....	.....	.....
Aggregate	.....	.....	.....	.....	.....	.....	.....

mail service in operation June 30, 1887.

under which the route is numbered, though the route may extend into other States.]

Length of routes and annual rate of expenditure in each class of service.		Number of miles traveled per annum.				Total annual rate of expenditure.
Railroad.		Star service.	Steam-boat service.	Railroad service.	Total.	
Annual rate of expenditure for mail-way post-office cars.	Total annual rate of expenditure for railroad service.					Miles.
<i>Dollars.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
16, 671. 00	158, 822. 53	1, 998, 882. 23	77, 038	1, 628, 599. 07	3, 664, 019. 80	255, 235. 47
2, 651. 50	87, 368. 93	720, 487. 73	15, 080	1, 435, 750. 82	2, 171, 818. 56	124, 896. 41
3, 012. 50	108, 659. 55	896, 350. 65		1, 439, 862. 38	2, 835, 713. 03	148, 817. 85
39, 091. 00	376, 918. 21	990, 265. 90	69, 805. 66	5, 450, 937. 94	6, 511, 009. 60	468, 352. 77
3, 090. 00	33, 050. 47	160, 795. 60	56, 922. 67	685, 802. 19	903, 020. 46	57, 308. 13
25, 297. 50	254, 789. 24	586, 023. 10		2, 986, 481. 06	3, 572, 504. 10	287, 454. 67
193, 808. 40	1, 325, 172. 60	4, 695, 471. 83	106, 686. 66	14, 499, 968. 85	19, 302, 127. 36	1, 725, 052. 03
38, 628. 25	303, 019. 22	593, 462. 41		4, 631, 593. 44	6, 125, 055. 85	837, 819. 73
98, 071. 50	923, 693. 88	4, 863, 948. 20		11, 570, 713. 48	16, 434, 661. 68	1, 198, 200. 18
	28, 813. 76	132, 386. 80		371, 608. 70	503, 905. 50	36, 842. 03
58, 450. 85	378, 290. 87	1, 321, 701. 48	306, 197. 66	3, 461, 395. 06	5, 089, 294. 20	473, 206. 74
74, 551. 20	476, 630. 92	3, 824, 735. 66	291, 150	4, 157, 637. 45	8, 273, 423. 11	674, 707. 33
8, 800. 00	90, 143. 09	1, 604, 239. 38		1, 152, 159. 59	3, 056, 398. 97	176, 250. 59
12, 965. 60	176, 816. 55	3, 134, 844. 12	143, 000	1, 571, 202. 66	4, 848, 646. 78	326, 063. 79
21, 255. 00	170, 495. 37	1, 127, 440	85, 182	1, 749, 288. 84	2, 911, 910. 84	231, 584. 20
52, 100. 50	401, 999. 24	1, 968, 844. 78	14, 976	4, 163, 116. 53	6, 166, 937. 31	503, 887. 74
	112, 646. 58	767, 724. 81	229, 034	1, 384, 897. 26	2, 381, 155. 87	233, 842. 49
20, 410. 50	246, 701. 12	2, 653, 425	136, 266	2, 473, 887. 30	5, 266, 078. 30	402, 460. 81
16, 624. 00	250, 827. 92	1, 881, 353. 18	62, 244	1, 984, 713. 60	3, 728, 810. 78	354, 642. 34
12, 108. 50	148, 784. 23	2, 874, 702. 75	27, 820	1, 594, 844. 88	4, 497, 807. 63	293, 247. 1
34, 259. 50	370, 078. 80	2, 824, 432. 63	238, 376	3, 647, 498. 80	6, 705, 807. 43	530, 503. 70
380, 288. 95	2, 259, 913. 19	3, 000, 343. 76	158, 028	15, 323, 777. 90	18, 482, 149. 66	2, 443, 320. 64
94, 853. 10	715, 944. 74	1, 839, 816. 39		6, 726, 836. 86	8, 560, 653. 23	813, 645. 21
175, 884. 35	1, 159, 287. 73	1, 903, 405. 15		10, 922, 568. 58	12, 825, 973. 78	1, 296, 861. 25
18, 531. 50	518, 555. 41	1, 822, 798. 33	60, 606	7, 605, 101. 76	9, 488, 566. 09	647, 235. 08
54, 151. 10	534, 201. 58	1, 680, 202. 75		5, 555, 053. 05	7, 235, 256. 80	638, 022. 91
45, 436. 00	743, 869. 31	1, 183, 930. 37		5, 958, 968. 31	7, 142, 898. 68	828, 464. 47
79, 467. 00	789, 018. 43	1, 766, 977. 50		7, 684, 488. 58	9, 451, 466. 08	888, 727. 65
119, 842. 80	996, 978. 87	3, 700, 897. 80	53, 976	8, 153, 643. 42	11, 908, 417. 28	1, 209, 554. 28
	62, 442. 67	2, 476, 941. 56	190, 846	836, 637. 55	3, 803, 925. 11	221, 442. 18
	93, 059. 62	1, 158, 885	270, 018. 67	1, 075, 015. 71	2, 503, 419. 88	207, 124. 89
	667, 987. 98	4, 635, 371. 78	12, 168	6, 106, 978. 88	10, 754, 518. 60	918, 836. 64
	2, 672. 64	769, 210		54, 707. 94	823, 917. 94	42, 745. 43
50, 930. 40	638, 068. 74	3, 220, 558. 50		5, 882, 066. 75	9, 102, 645. 25	782, 050. 37
73, 800. 00	798, 671. 65	1, 644, 228. 27		3, 880, 530. 36	5, 524, 758. 63	862, 877. 87
	119, 742. 76	1, 933, 121		1, 392, 508. 08	3, 325, 629. 68	244, 204. 75
	5, 228. 36	1, 180, 699. 50		58, 465. 70	1, 248, 165. 20	102, 341. 61
	81, 000. 70	634, 894		395, 178. 20	1, 030, 072. 20	135, 397. 17
	268, 785. 95	1, 119, 182. 66		2, 492, 767. 79	3, 611, 950. 45	388, 086. 82
	103, 277. 86	700, 387. 50		858, 573. 64	1, 618, 901. 14	107, 192. 81
	79, 441. 02	803, 530		452, 371. 52	1, 255, 910. 52	165, 098. 71
	114, 028. 62	706, 470		887, 340. 91	1, 593, 810. 91	169, 269. 95
	4, 426. 20	900, 528		52, 347. 36	1, 042, 875. 36	94, 008. 75
	106, 217. 47	601, 081. 20	312, 130	778, 697. 38	1, 691, 908. 58	215, 434. 17
	127, 170. 53	1, 322, 360	84, 552	812, 914. 01	2, 219, 826. 01	251, 542. 12
	31, 610. 70	3, 526, 860		256, 352. 80	909, 212. 80	133, 168. 04
58, 068. 00	615, 963. 87	3, 197, 018. 43	126, 880	3, 646, 192. 31	6, 970, 088. 74	879, 398. 93
		4, 560	38, 800		43, 360	12, 145. 00
1, 861, 560. 80	18, 056, 271. 72	84, 259, 284. 27	3, 112, 283. 32	169, 689, 865. 85	257, 061, 433. 44	23, 588, 904. 33
						829, 548. 61
						4, 827, 406. 00
						274, 913. 83
						285, 586. 10
						29, 506, 508. 87

C.—Railroad service as in operation on the 30th of June, 1887.

Number of route.	State and territory.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
1	MAINE.									
1	Boundary Line (n. o.) and Presque Isle.	New Brunswick Rwy.	30.51	12	1,406 64	1,406 00	1,408 04	46 17		
2	Newport and Dexter.	Maine Central R. R.	14.92	12	752 71	752 71	752 71	50 45		
3	Barnington and Brunswick.	do	67 05	10 43	5,379 52	5,379 52	5,379 52	79 52		
4	Belfast and Franklin Village.	do	33 50	12 17	2,277 03	2,277 03	2,277 03	68 40		
5	Portland and Skowhegan.	do	102 03	11 19	11,088 64	11,088 64	11,088 64	107 72		
6	Portland and Bangor.	do	138	10 09	28,481 71	28,481 71	28,481 71	278 72	100 00	
7	Portland, Me., and Norton Mills, Vt.	Grand Trunk Rwy. Company	163 73	11 16	20,971 41	20,971 41	20,971 41	126 54		
8	Portland, Me., and Rochester, N. H.	Portland and Rochester R. R.	55	15	6,912 95	6,912 95	6,912 95	125 69		
9	Milo Junction and Katahdin Iron Works.	Larson and Katahdin Iron Works Rwy.	18 00	6	807 97	807 97	807 97	42 75		
10	Portland, Me., and Fabian House, N. H.	Portland and Ogdensburg R. R.	89 09	18 69	8,848 71	8,848 71	8,848 71	98 33		
11	Brunswick and Bath.	Maine Central R. R.	9 17	28	1,282 24	1,282 24	1,282 24	137 69		
12	Bangor and V. Scarborough.	do	114 86	12	21,507 53	21,507 53	21,507 53	187 25	25 00	
13	Bangor and Bucksport.	do	20 55	12	1,458 41	1,458 41	1,458 41	70 97		
14	Oldtown and Giddings.	Bangor and Piscataquis R. R.	78 07	6	5,273 62	5,273 62	5,273 62	67 55		
15	Woolwich and Rockland.	Knox and Lincoln R. R.	49 11	12	5,374 50	5,374 50	5,374 50	109 44		
16	Houlton and New Brunswick Line (n. o.).	New Brunswick Rwy.	4	12	108 36	108 36	108 36	49 59		
17	Cole and Princeton.	St. Croix and Pembiscot R. R.	21 28	6	909 72	909 72	909 72	42 75		
18	Oakland and North A. n. o.	Sumner Rwy.	25 77	6	1,432 26	1,432 26	1,432 26	55 58		
19	Mechanic Falls and Gilberville.	Portland Falls and Brookfield R. R.	27 45	17 57	1,525 67	1,525 67	1,525 67	59 58		
20	Farmington and Phillips.	Sandy River R. R.	18 25	12	780 18	780 18	780 18	42 75		
21	Lewiston and South Auburn.	Grand Trunk Rwy. Company	5 07	9	255 21	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	724 69	44 46		
23	Monson Junction (n. o.) and Monson.	Monson R. R.	6 10	12	263 34	263 34	263 34	42 75		
24	Bangor and Bar Harbor.	Maine Central R. R.	60 45	6	3,023 31	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	649 37	42 75		
26	Hartland and Pittsfield.	Sabatcook and Moosehead R. R.	8 58	12						Pay not fixed.
			1,188 08		142,151 03	10,071 50	158,822 53			

NEW HAMPSHIRE.		VERMONT.		R. P. O 120.5 miles. White River Junction and Saint Albans.			
1001	Concord and Nashua.....	36.28	8,809.60	907.00	9,716.50	243.83	25.00
1002	Concord and Portsmouth.....	50.16	4,683.63		4,683.63	78.66	
1003	Manchester and North Weare.....	10.05	853.86		853.86	43.75	
1004	Hooksett and Pittsfield.....	20.35	1,113.55		1,113.55	64.72	
1005	Vacant.....						
1006	Groveton Junction (n. o.) and Concord.....	145.88	21,829.11		21,829.11	146.21	
1007	Fabyan House, N. H., and South Lunenburg, Vt.....	24.26	1,700.86		1,700.86	70.11	
1008	Concord, N. H., and White River Junction, Vt.....	63.76	13,062.56	1,744.00	14,806.56	187.25	25.00
1009	Concord and Claremont Junction (n. o.).....	50.92	3,455.61		3,455.61	60.71	
1010	Concord and Peterborough.....	32.72	1,650.72		1,650.72	50.45	
1011	Nashua and Keene.....	55.81	4,771.75		4,771.75	85.50	
1012	Rochester, N. H., and Worcester, Mass.....	95.04	12,270.61		12,270.61	129.11	
1013	Dover and Alton Bay.....	28.42	1,822.57		1,822.57	64.13	
1014	Conway Junction (n. o.) Me., and North Conway, N. H.....	7.81	6,262.55		6,262.55	87.21	
1015	Wolboro Junction and Wolfboro, N. H.....	12.14	518.98		518.98	42.75	
1016	Portsmouth and Dover.....	11.62	490.75		490.75	42.75	
1017	Vacant.....						
1018	Whitefield Junction (n. o.) and Meadows, N. H.....	8.50	363.37		363.37	42.75	
1019	Vacant.....						
1020	Franklin and Bristol.....	13.13	561.30		561.30	42.75	
1021	Rollingsford (n. o.) and Great Falls.....	2.68	121.45		121.45	45.32	
1022	Plymouth and North Woodstock.....	21.06	900.81		900.81	42.75	
		785.40	84,717.93	2,651.00	87,368.93		
2001	Readshero, Vt., and Hoosac Tunnel Station (n. o.), Mass., N. Y.....	11.30	483.07		483.07	42.75	
2002	Windsor, Vt., and Rouse's Point, N. Y.....	153.77	27,629.20	3,012.50	30,841.70	175.28	25.00
2003	Bellevue Falls and Essex Junction.....	127.97	20,132.24		20,132.24	157.32	
2004	Bellevue Falls and Windsor.....	25.50	4,295.22		4,295.22	168.44	
2005	Brattleborough and Bellevue Falls.....	24.04	4,069.73		4,069.73	169.29	
2006	Saint Albans and Canada Line (n. o.).....	17.33	1,600.25		1,600.25	92.84	
2007	Saint Albans and Richford.....	28.79	1,747.84		1,747.84	60.71	
2008	Leicester Junction, Vt., and Addison Junction, N. Y.....	15.63	668.18		668.18	42.75	

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.		Annual pay for office cars.		Total annual pay.	Cost per mile for transportation.		Remarks.
					Dollars.	Miles.	Dollars.	Miles.		Dollars.	Dollars.	
VERMONT—continued.												
2009	Richford and Newport.		31.57	12	2,726 38	2,726 38			2,726 38	86 86		
2010	White River Junction and Derby Line.	Southeastern Rwy., W. C. Van Horné, Wm. Farwell and Wm. Budgett, trustees	115.29	22	10,560 25	10,560 25			10,560 25	143 64		
2011	South Lunenburg and Swanton.	Concord and Passumpsic Rivers R. R.	118.50	6.80	8,514 97	8,514 97			8,514 97	71 82		
2012	Wells River and Montpelier.	Boston and Lowell R. R. Corporation.	38.85	16.48	2,790 20	2,790 20			2,790 20	71 82		
2013	White River Junction and Woodstock.	Montpelier and Wells River R. R.	14.44	12	642 00	642 00			642 00	44 46		
2014	Burlington and Cambridge Junction (n. o.).	Woodstock R. R.	34.40	12	2,088 42	2,088 42			2,088 42	60 71		
2015	Rutland and Pennington.	Burlington and Lamolle R. R.	57.82	20.51	8,848 22	8,848 22			8,848 22	154 76		
2016	Brattleborough and South Londonderry.	Pennington and Rutland Rwy. Central Vermont R. R.	36.40	6	1,888 62	1,888 62			1,888 62	52 18		
2017	Montpelier Junction (n. o.) and Barre.	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	158 18		
			866.31		105,647 05	105,647 05	3,012 50		106,659 55			
MASSACHUSETTS.												
3001	Boston, Mass., and Portland, Me.	Boston and Maine R. R.	100.25	42.78	40,292 52	40,292 52	10,935 00		51,137 52	367 65	100 00	
3002	Boston and East Saugus.	do	10.74	24.63	459 13	459 13			459 13	42 75		
3003	Salem and Rockport.	do	19.09	26	1,397 89	1,397 89			1,397 89	70 97		
3004	Salem and Marblehead.	do	3.99	18	170 57	170 57			170 57	42 75		
3005	Salem and Lawrence.	do	22.33	18.78	854 60	854 60			854 60	42 75		
3006	Franklin, Mass., and Valley Falls, R. I.	New York and New England R. R.	14.46	18	618 16	618 16			618 16	42 75		
3007	Salisbury and Amherst.	Boston and Maine R. R.	4.49	21	238 01	238 01			238 01	53 01		
3008	Wenham Depot and Essex.	do	3.35	12	232 98	232 98			232 98	42 75		
3009	Lynn and Marblehead.	do	16.10	6.10	450 96	450 96			450 96	67 66		
3010	Wakefield and Peabody.	do	8.09	12	845 84	845 84			845 84	42 78		
3011	Boston, Mass., and Portland, Me.	do	116.53	24.45	10,395 70	10,395 70			10,395 70	106 78		

3012	Boston and Medford	5.31	24	227 00	227 00	42 75	.....
3013	Georgetown and Haverhill	7.31	16.07	812 50	812 50	42 75	.....
3014	Wakefield Junction (n. o.) and Newburyport	30.80	21	2,264 72	2,264 72	78 58	.....
3015	Newton Junction, N. H., and Merrimac, Mass.	4.85	18	207 83	207 83	42 75	.....
3016	Boston and Lowell R. R. Corporation,	39.85	66.71	10,909 94	11,797 19	271 04	25 00
3017	Lowell and Lawrence	14.08	21	601 92	601 92	42 75	.....
3018	Winchester and Woburn	2.38	80	113 95	113 95	47 89	.....
3019	Somerville Station (n. o.) and North Billerica	19.70	21.43	842 17	842 17	42 75	.....
3020	Ayer and Lowell	17.03	18	1,266 86	1,266 86	74 89	.....
3021	Boston and Greenfield	105.40	87.51	19,786 15	19,786 15	187 25	.....
3022	Greenfield and North Adams	37.35	19	6,003 63	6,003 63	160 74	.....
3023	South Acton and Marlborough	12.71	28	641 21	641 21	50 45	.....
3024	Ayer, Mass., and Greenfield, N. H.	23.96	12	1,556 92	1,556 92	64 98	.....
3025	Boston, Mass., and Albany, N. Y.	201.29	84.49	115,653 18	24,859 75	574 56	175 00 75 00
3026	Grafton Depot (n. o.) and Millbury	4.46	12	190 66	190 66	42 75	.....
3027	Anbursdale Station (n. o.) and Newton Lower Falls	2.09	21	89 34	89 34	42 75	.....
3028	South Frammingham and Millford	12.36	24	771 50	771 50	62 42	.....
3029	Pittsfield and North Adams	21.41	21	1,812 85	1,812 85	94 65	.....
3030	Palmer and Winchendon	50.18	14.88	2,789 00	2,789 00	56 58	.....
3031	North Brookfield and East Brookfield	4.52	27	193 23	193 23	42 75	.....
3032	Natick and Saxonville	3.94	12	168 43	168 43	42 75	.....
3033	Cook Street Station (n. o.) and Bellingham	22.64	12.06	1,006 57	1,006 57	44 46	.....
3034	North Grafton Station (n. o.) and Grafton Center R. R.	3	80	128 25	128 25	42 75	.....
3035	Boston, Mass., and Providence R. R.	44	66.81	10,508 84	12,808 84	241 11	50 00
3036	Boston and Dotham	9.75	20.39	583 54	583 54	59 85	.....
3037	Canton Junction (n. o.) and Stoughton	4	24	171 00	171 00	42 75	.....
3038	Boston and South Braintree	11.36	134.72	2,476 82	2,476 82	218 03	.....
3039	South Braintree Junction (n. o.), Mass., and Newport, R. I.	61.25	22.24	7,803 25	7,803 25	137 40	.....
3040	Whitman and Bridgewater	8.13	10.18	247 55	247 55	42 75	.....
3041	Middleborough and Provincetown	86.80	12	11,805 84	11,805 84	136 80	.....
3042	Vacant						
3043	Attleborough and Middleborough						
3044	South Braintree and Fall River	23	14.73	910 50	940 50	42 75	.....
3045	Buzzard's Bay and Wood's Holl	35.17	33.22	2,766 47	2,766 47	78 66	.....
3046	South Braintree and Plymouth	17.83	12	1,143 43	1,143 43	64 13	.....
3047	Stirling Junction and Pratt's Junction	26.52	19.21	1,836 77	1,836 77	69 26	.....
3048	Yarmouth Junction (n. o.) and Hyannis	4.83	18	260 19	260 19	53 87	.....
		3.54	12	151 33	151 33	42 75	.....

For 98.63 miles to Springfield.
For 101.06 miles read.
due.

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
MASSACHUSETTS—continued.										
3649	South Framingham and Lowell	Old Colony R. R.	29.44	12	3,574 31	121 41	3,574 31	121 41		
3650	Fairhaven and West Warham	do	15.59	12	760 51	50 45	760 51	50 45		
3651	New Bedford and Fitchburg	do	93.61	23.92	9,287 21	60 18	9,287 21	60 18		
3652	East Thompson, Conn., and Southbridge, Mass.	New York and New England R. R.	18	13.02	846 54	47 03	846 54	47 03		
3653	Greenfield and Turner's Falls	Fitchburg R. R.	4.87	19.79	216 52	216 52	216 52	44 46		
3654	New Bedford and Fall River	Old Colony R. R.	14.85	18	634 83	42 75	634 83	42 75		
3655	Fitchburg, Mass., and Bellows Falls, Vt.	Cheshire R. R.	04.60	18	9,500 07	147 06	9,500 07	147 06		
3656	South Vernon Junction (n. o.), Mass., and Keene, N. H.	Connecticut River R. R.	23.93	12	1,677 73	70 11	1,677 73	70 11		
3657	Worcester and Winchendon	Fitchburg R. R.	37.67	16.31	3,382 01	89 78	3,382 01	89 78		
3658	Winchendon, Mass., and Peterborough, N. H.	Cheshire R. R.	10.58	9.50	708 79	42 75	708 79	42 75		
3659	Milford and Bellingham	Milford and Woonsocket R. R.	4.93	24	210 75	42 75	210 75	42 75		
3660	Milford and Ashland	do	11.85	12	506 58	42 75	506 58	42 75		
3661	Attleborough and North Attleborough.	Boston and Providence R. R.	4.08	18	208 62	65 84	208 62	65 84		
3662	Brattleborough, Vt., and New London, Conn.	Central Vermont R. R.	121.30	21.69	13,389 31	110 30	13,389 31	110 30		
3663	Lawrence, Mass., and Manchester, N. H.	Manchester and Lawrence R. R.	27.07	18	2,314 48	85 50	2,314 48	85 50		
3664	Braintree Junction (n. o.) and Kingston Station (n. o.).	Old Colony R. R.	32.20	21.03	1,872 10	58 14	1,872 10	58 14		
3665	Atlantic and West Quincy	do	3.67	16	156 89	42 75	156 89	42 75		
3666	Spencer and South Spencer (n. o.)	Spencer R. R.	2.18	24	95 06	43 61	95 06	43 61		
3667	Springfield and South Vermont Junction (n. o.).	Connecticut River R. R.	51.68	36.30	9,669 91	186 30	9,669 91	186 30		
3668	Springfield and Athol	Boston and Albany R. R.	47.80	6	2,743 61	57 29	2,743 61	57 29		
3669	Holyoke and Westfield	New Haven and Northampton Company.	11.20	12	478 80	42 75	478 80	42 75		
3670	Ashburnham Depot and Ashburnham.	Fitchburg R. R.	2.62	21	112 00	42 75	112 00	42 75		
3671	Van Densen and State Line	Honstonic R. R.	11.12	9.36	475 38	42 75	475 38	42 75		
3672	Boston and Waltham	Fitchburg R. R.	14.05	29.41	472 38	42 75	472 38	42 75		
3673	Rendville and Dedham	Boston and Providence R. R.	2.22	26.36	332 86	69 85	332 86	69 85		

3074	Boston and Cook Street Station (n. o.)	9.14	35.75	679.92	679.92	74.39	
3075	Bellingham and Franklin	5.37	33	259.56	259.56	42.75	
3076	North Abington and Hanover	8.38	13.12	353.97	353.97	42.75	
3077	Old Colony House Station (n. o.) and Hall.	7.75	12	331.31	331.31	42.75	
		1,907.65		337,827.21	376,918.21		
RHODE ISLAND.							
4001	Providence, R. I., and Worcester, Mass.	43.92	35.85	5,031.91	5,031.91	114.57	
4002	Providence, R. I., and Groton, Conn.	61.8	43.06	15,640.34	18,730.34	253.08	
4003	Providence, R. I., and Williamfic, Conn.	58.61	19.26	4,660.66	4,660.66	79.52	
4004	Providence and Bristol	15.45	21	1,063.14	1,063.14	69.26	
4005	Warren, R. I., and Fall River, Mass.	9.14	18	445.48	445.48	48.74	
4006	Providence and Pascoag	23.17	12	1,624.44	1,624.44	70.11	
4007	Kingston Depot (n. o.) and Narragansett Pier	8.50	15.60	421.51	421.51	49.59	
4008	Auburn and Hope	10.02	12	490.32	490.32	46.17	
4009	Wood River Junction (n. o.) and Hope Valley	5.93	18	259.50	253.50	42.75	
4010	Auburn and Warwick	7.70	12	329.17	329.17	42.75	
		244.74		29,960.47	33,050.47		
CONNECTICUT.							
5001	Norwich, Conn., and Worcester, Mass.	59.68	24.83	5,868.33	5,868.33	98.33	
5002	New Britain and Berlin Junction (n. o.)	3	18	138.25	128.25	42.75	
5003	Middletown and Berlin Depot (n. o.)	10.09	24	408.06	498.06	45.32	
5004	New Haven and New London	51.78	34	13,326.10	15,915.10	237.36	
5005	New York, N. Y., and Springfield, Mass.	136	86.36	109,885.28	132,593.78	807.98	
5006	Waterbury and Watertown	6.42	12	285.43	285.43	44.46	
5007	Boston, Mass., and Hopewell Junction, N. Y.	214.94	17.81	36,754.74	36,754.74	171.00	
5008	Vermont and Melrose	13.15	11.06	562.16	562.16	42.75	
5009	New Canaan and Stamford	8.25	6				
5010	New Haven, Conn., and Williamsburgh, Mass.	85.62	19.08	9,213.06	9,213.06	107.73	
5011	Bridgeport and Winsted	62.29	21.63	7,562.62	7,562.62	121.41	

For 73.37 miles to New Haven.
For 62.63 miles residue.

Pay not fixed.

C.—Railroad service as in operation on the 30th of June, 1887.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	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	112 01	12,382 70			
5013	South Norwalk and Danbury.	Danbury and Norwalk R. R.	23.60	31	2,441 65	103 46	2,441 65			
5014	New Haven and Willimantic.	New York, New Haven and Hartford R. R.	64.66	15.84	8,131 76	148 77	8,131 76			
5015	Hartford and Saybrook Point.	Hartford and Connecticut Valley R. R.	46.09	19.65	5,950 67	129 11	5,950 67			
5016	Hartford, Conn., and Springfield, Mass.	New York and New England R. R.	32.50	12	2,090 63	64 13	2,090 63			
5017	New Haven and Ansonia.	New Haven and Derby R. R.	13.27	24	884 97	66 09	884 97			
5018	Hartford, Conn., and Rimechiff, N. Y.	Hartford and Connecticut Western R. R.	110.75	13	9,943 13	89 78	9,943 13			
5019	Litchfield and Haylesville.	Shepaug R. R.	32.98	12	1,635 47	49 59	1,635 47			
5020	Turrville and Colchester.	New York, New Haven and Hartford R. R.	4.20	18	179 55	42 75	179 55			
5021	Farmington Station (n. o.) and New Hartford.	New Haven and Northampton Company.	14.37	18	810 89	56 42	810 89			
5022	Danbury and Brookfield Junction (n. o.).	Housatonic R. R.	6.30	18	269 32	42 75	269 32			
5023	Branchville and Bridgefield.	Danbury and Norwalk R. R.	4.36	18	186 39	42 75	186 39			
5024	Belch and Haylesville.	do.	6.08	6	291 11	47 88	291 11			
5025	Whidder Loos and Suffolk.	New York, New Haven and Hartford R. R.	4.90	24	269 47	42 75	269 47			
NEW YORK.										
6001	New York and Dunkirk.	New York, Lake Erie and Western R. R.	459.55	29.80	114,340 63	31,628 40	145,009 03	248 81		For 331.16 miles to Honesville.
6002	Tallman and Sparkill.	do.	13.11	7.17	560 45	42 75	560 45			For 128.39 miles residue.
6003	Hudson and Stockton Bridge.	do.	25.69	22	2,767 58	107 73	2,767 58			
6004	Newburgh and Greycourt (n. o.).	do.	19.09	20.93	1,387 46	73 68	1,387 46			
6005	Rochester and Corning.	do.	94.97	25	11,043 11	110 28	11,043 11			
6006	Danville and Athens.	do.	65.18	12.70	5,740 40	88 07	5,740 40			
6007	Dresden and Penn Yan.	Fall Brook Coal Company.	6.98	12	268 47	42 75	268 47			

		For 291.5 miles to Syracuse, N. Y.		For 156.5 miles residence.	
6008	Buffalo and Hornelville	92.35	28.14	16,502.94	178.70
6009	Goshen and Montgomery	10.65	12	701.19	65.84
6010	do do	12.09	12	516.84	42.75
6011	New York Central and Hudson River R. R.	4.12	90.23	523,783.26	1,165.03
6012	Troy and Schenectady	22.12	18	1,615.50	74.98
6013	Syracuse and Rochester	104	26.10	16,806.40	161.60
6014	Canandaigua and Tonawanda	86.02	6	3,925.61	45.82
6015	Tonawanda and Lockport Junction (n. o.)	12.36	24	1,046.27	84.65
6016	Buffalo and Lewiston	20.48	62.50	6,270.29	212.90
6017	New York (155th street) and Brewster	54.62	6	3,035.77	55.58
6018	Rochester and Niagara Falls	76.33	29.50	11,747.18	153.00
6019	Dunkirk, N. Y., and Titusville, Pa.	91.28	12	6,243.55	68.40
6020	Albany Junction (n. o.) and Troy	5.81	30	536.49	92.34
6021	Rochester and Charlotte	9.04	24	633.79	70.11
6022	New York and Chatham	130.96	18.12	13,775.16	105.17
6023	Golden's Bridge and Mahopac	7.50	6	320.62	42.75
6024	Eagle Bridge, N. Y., and Enkland, Vt.	62.88	13.67	5,053.66	80.37
6025	Schenectady and Ballston	15.20	21	640.80	42.75
6026	Albany and Mooers	188.75	18.87	31,953.48	169.29
6027	Cobleskill and Cherry Valley	22.86	12	996.92	43.61
6028	Albany and Binghamton	143.22	22.79	18,491.13	129.11
6029	Pittsburgh and Au Sable Forks	23.52	6	1,005.48	42.75
6030	Quaker Street and Schenectady	15.46	18	660.91	42.75
6031	Ninech Junction (n. o.), N. Y., and Jefferson Junction (n. o.), Pa.	21.70	6	1,001.88	40.17
6032	Fort Edward and Lake George	15.95	19.83	1,077.42	67.85
6033	West Chazy and Rouse's Point	14.78	12	2,236.80	151.34
6034	Owego and Richland	20.02	20.33	2,530.83	87.21
6035	Watertown and Cape Vincent	25.77	12	1,388.23	53.87
6036	Rome and Ogdensburg	142.57	19.31	18,733.69	131.67
6037	Syracuse and Palisaki	38.91	15	2,806.17	72.68
6038	Owego and Suspension Bridge	151.18	12	14,213.77	94.05
6039	Watertown and Sackett's Harbor	12.52	13	535.23	42.75
6040	Chemung Forks and Norwich	30.31	12.50	2,617.57	86.30
6041	Utica and Norwich	53.99	25.62	5,170.08	95.76
6042	Owego and Utica	33.11	12	2,401.52	68.40
6043	Richfield Junction (n. o.) and Richfield Springs	22.06	15	1,414.70	64.13
6044	Mincola and Locmat Valley	11.57	12	524.35	45.82
6045	Long Island City and Greenport	95.23	21.96	10,503.86	110.30

C.—Railroad service as in operation on the 30th of June, 1857—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
NEW YORK—continued.										
6046	Hickville and Port Jefferson.	Long Island R. R.	33.95	12	2,467 48	72 68	2,467 48	72 68		
6047	Coneaus Lake Junction (n. o.) and Lakeville.	Coneaus Lake R. R.	1.90	12	81 24	42 75	81 24	42 75		
6048	Owego and Cornwall Station (n. o.)	New York, Ontario and Western Rwy.	274.20	11	10,693 04	71 82	19,093 04	71 82		
6049	Wellsville, N. Y., and Eldred, Pa.	Bradford, Eldred and Cuba R. R.	33.18	6	1,758 87	53 01	1,758 87	53 01		
6050	Walton and Delhi.	New York, Ontario and Western Rwy.	17.29	9	783 58	45 32	783 58	45 32		
6051	Clinton and Rome	do	13.19	12	563 87	42 75	563 87	42 75		
6052	Moira and Saint Regis Falls	Northern Adirondack R. R.	12.43	12	531 38	43 75	531 38	43 75		
6053	Rouse's Point and Ogdensburg	Ogdensburg and Lake Champlain R. R.	110.16	12	12,124 53	101 75	12,124 53	101 75		
6054	Chatham, N. Y., and Bemington, Vt.	New York, Rutland and Montreal Rwy.	57.60	13.85	3,053 37	53 01	3,053 37	53 01		
6055	Schoharie and Middleburgh	Middleburgh and Schoharie R. R.	5.95	18	254 36	42 75	254 36	42 75		
6056	Schoharie Junction (n. o.) and Schoharie.	Schoharie Valley R. R.	4.50	18	250 11	55 56	250 11	55 56		
6057	Utica and Randolphville.	New York, Ontario and Western Rwy.	31.30	13.8	2,321 36	70 97	2,321 36	70 97		
6058	Buffalo, N. Y., and Emporium, Pa.	Buffalo, New York and Philadelphia R. R.	121.37	12.34	12,867 64	106 02	12,867 64	106 02		
6059	Olean and Angelica.	Leckawanna and Pittsburgh R. R.	40.69	17.15	1,739 49	42 75	1,739 49	42 75		
6060	Skaneateles Junction (n. o.) and Skaneateles.	Skaneateles R. R.	5.18	21	242 61	47 03	242 61	47 03		
6061	Buffalo, N. Y., and Corry, Pa.	Buffalo, New York and Philadelphia R. R.	94.12	19	9,254 81	98 38	9,254 81	98 38		
6062	New York (foot Whitehall street) and Mariner's Harbor	Staten Island Rapid Transit R. R.	9.78	27	1,003 42	102 60	1,003 42	102 60		
6063	Canandaigua and Elmira	Northern Central Rwy.	69.99	18	9,335 26	133 38	9,335 26	133 38		
6064	Syracuse and Oswego	Delaware, Leckawanna and Western R. R.	35.62	19.94	4,781 62	134 24	4,781 62	134 24		

6065	Syracuse and Binghamton.....	Syracuse, Binghamton and New York R. R.	80.30	19.88	9,886 53	123 12
6066	Rouse's Point and Canada Line (n. o.).....	Champlain and Saint Lawrence R. R.	1.71	12.5	236 85	188 51
6067	Troy, N. Y., and North Adams, Mass.	Troy and Boston R. R.	48.15	97.42	9,180 76	190 67
6068	Saint George (n. o.) and Tottenville, R. R.	State Island Rapid Transit R. R.	13.28	18.75	770 87	60 45
6069	Hudson and Chatham.....	Boston and Albany R. R.	17.06	767 79	767 79	43 75
6070	Silver Springs and Ferry.....	Silver Lake Rwy.	7.31	812 50	812 50	43 75
6071	Syracuse and Eastville.....	Syracuse, Ontario and New York Rwy.	44.30	2,848 84	2,848 84	53 01
6072	Lyons, N. Y., and Sayre, Pa.	Geneva, Ithaca and Sayre R. R.	92.58	7,282 24	7,282 24	78 66
6073	Rondont and Hobart.....	Uster and Delaware R. R.	78.56	7,869 73	7,869 73	94 05
6074	Vail's Gate Junction (n. o.) and Newburgh Junction (n. o.).....	New York, Lake Erie and Western R. R.	12.60	571 03	571 03	45 82
6075	Elmira and Cortland.....	Elmira, Cortland and Northern R. R.	70.91	7.21	5,820 29	82 08
6076	Freeville and Auburn.....	Southern Central R. R.	39.46	6	1,684 91	43 75
6077	Saratoga Springs and Schuylersville.....	Boston, Hoosac Tunnel and Western Rwy.	13.02	566 60	566 60	42 75
6078	Port Jervis and Monticello.....	Port Jervis and Monticello R. R.	24.70	1,055 92	1,055 92	42 75
6079	Poughkeepsie and Boston Corner.....	Poughkeepsie, Hartford and Boston R. R.	38.11	6	1,629 20	43 75
6080	Canastota and Cortland.....	Elmira, Cortland and Northern R. R.	49.27	4,044 08	4,044 08	82 08
6081	Fonda and Northville.....	Fonda, Johnstown and Gloversville R. R.	27.03	2,058 96	2,058 96	78 10
6082	Johnsonville and Greenwich.....	Greenwich and Johnsonville Rwy.	13.34	655 78	655 78	42 75
6083	Montgomery and Kingston.....	Walkill Valley R. R.	34.12	2,013 08	2,013 08	59 00
6084	Sayre, Pa., and North Fair Haven, N. Y.	Southern Central R. R.	118.11	17.28	8,786 20	74 29
6085	Dutchess Junction and Millerton.....	Newburgh, Dutchess and Cooperstown R. R.	57.99	6.4	3,520 57	60 71
6086	Cooperstown and Cooperstown Junction (n. o.).....	Cooperstown and Susquehanna Valley R. R.	16.5	27.4	931 09	56 43
6087	Utica and Watertown.....	Utica and Black River R. R.	91.77	97.68	13,024 91	141 93
6088	Carthage and Ogdensburg.....	do	90.77	12	6,353 91	104 81
6089	Gayuga and Ithaca.....	Geneva, Ithaca and Sayre R. R.	38.97	6	9,222 66	57 29
6090	Sodus Point and Stanley.....	Northern Central Rwy.	33.5	10.47	1,432 12	43 75
6091	Buffalo and Jamestown.....	New York, Lake Erie and Western R. R.	69.24	13.6	5,150 70	74 89
6092	Middletown and Pine Bush.....	do	6	537 88	537 88	42 75
6093	Long Island City and Sag Harbor.....	Long Island R. R.	100.15	17.93	9,076 59	90 63
6094	Saratoga Springs and North Creek.....	Adirondack Rwy.	11.36	64.68	757 59	66 60
6095	Bath and Hammondsport.....	Bath and Hammondsport R. R. (Allen Wood, lessee).	58.72	6	4,318 40	78 85
6096	Silver Lake Junction (n. o.) and Silver Springs.....	Buffalo, Rochester and Pittsburgh R. R.	9.4	18	4,442 08	47 06
6097			1.14	15	54 58	47 88

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
NEW YORK—continued.										
6088	Whitehall and Castleton.....	Delaware and Hudson Canal Company.....	14.35	15.5	1,177 84	1,177 84	1,177 84	82 08		
6099	Crown Point and Hammondville.....	Crown Point Iron Co.'s R. R.....	11.95	6	510 86	510 86	510 86	42 75		
6100	Valley Stream and Far Rockaway.....	Long Island R. R.....	5.25	12	224 43	224 43	224 43	35 75		
6101	Sidney Plains and New Berlin.....	New York Ontario and Western Rwy. and Pittsburgh R. R.....	25.08	6	1,072 17	1,072 17	1,072 17	42 75		
6102	Rochester and Salamanca.....	Rochester and Pittsburgh R. R.....	109.23	18	7,732 05	7,732 05	7,732 05	70 97		
6103	Corning and Geneva.....	Fall Brook Coal Company.....	57.76	10.73	5,086 92	5,086 92	5,086 92	88 07		
6104	New City and Nanuet Junction (n. o.).....	New Jersey and New York R. R.....	4.59	12	196 22	196 22	196 22	42 75		
6105	Plattsburgh and Lyon Mountain.....	Chateaugay R. R.....	34.07	13	1,482 14	1,482 14	1,482 14	42 75		
6106	Albany and Troy.....	New York Central and Hudson River R. R.....	7.5	06	1,410 75	1,410 75	1,410 75	188 10		
6107	Mechanicville and Eagle Bridge.....	Boston, Hoosac Tunnel and Western Rwy.....	20.77	12	1,811 35	1,811 35	1,811 35	87 21		
6108	Vacant.....									
6109	New Rochelle and Harlem River (n. o.).....	Hartford R. R.....	12.13	30	1,617 89	1,617 89	1,617 89	133 38		
6110	De Kalb Junction and Norwood.....	Rome, Watertown and Ogdensburg R. R.....	25.48	18	2,244 02	2,244 02	2,244 02	88 07		
6111	Mineola and Hempstead.....	Long Island R. R.....	2.8	13	119 70	119 70	119 70	42 75		
6112	Stewart Junction (n. o.) and Babylon.....	do.....	21.21	12	997 50	997 50	997 50	47 03		
6113	Summitville and Ellenville.....	New York Ontario and Western Rwy.....	8.55	12	387 48	387 48	387 48	45 32		
6114	Clove Branch Junction and Clove Valley.....	Clove Branch R. R.....	8.1	6	346 27	346 27	346 27	42 75		
6115	Theresa Junction (n. o.) and Clayton.....	Utica and Black River R. R.....	16.25	12	708 68	708 68	708 68	43 61		
6116	Hoosac Junction (n. o.) and State Line (n. o.).....	Troy and Boston R. R.....	5.04	24	797 22	797 22	797 22	138 18		
6117	Manor Junction (n. o.) and Eastport Junction (n. o.).....	Long Island R. R.....	5.5	6	235 12	235 12	235 12	42 75		
6118	Phoenicia and Hunter.....	Stony Clove and Catskill Mountain R. R.....	15.11	6	800 97	800 97	800 97	53 01		
6119	Herkimer and Poland.....	Herkimer, Newport and Poland Narrow Gauge Rwy.....	17.06	12	743 98	743 98	743 98	43 61		

	7. 07	13. 3	350 60	350 60	49 50	
6120	Whitestone Junction (n. o.) and Thomaston.	Long Island E. R.	.....	.....	.....	.....
6121	Mechanicville and Schuylersville Junction (n. o.).	Boston, Honesac Tunnel and Western Rwy.	648 94	648 94	42 75	.....
6122	Addison, N. Y., and Galton, Pa.	Addison and Northern Pennsylvania Rwy.	3,191 06	3,191 06	67 55	.....
6123	Rochester and Hinsdale	Buffalo, New York and Philadelphia R. R.	5,392 66	5,392 66	53 01	.....
6124	Brooklyn and Jamaica	Long Island E. R.	375 00	375 00	40 85	.....
6125	Hopewell Junction and Wicopee Junction (n. o.).	New York and New England R. R.	168 45	168 45	15 00	.....
9126	Buffalo (Eric street), and Black Rock (n. o.) (N. Y. C. and H. R. E. R. station).	Grand Trunk Railway Company of Canada.	196 22	196 22	42 75	.....
6127	Bradford Junction (n. o.), N. Y., and Pottsville, Pa.	Rochester and Pittsburgh R. R.	6,294 22	6,294 22	51 80	.....
6128	Hay's Corners and Willard	Geneva, Itasca and Sayre R. R.	245 81	245 81	42 75	.....
6129	New York (foot 4th street) and Albany.	New York Central and Hudson River R. R.	14,596 90	14,596 90	102 60	.....
6130	Buffalo (Exchange Street station) and Astor Junction (n. o.) and Knatterskill.	Rochester and Pittsburgh R. R.	2,865 13	2,865 13	58 14	.....
6131	Knatterskill Junction (n. o.) and Knatterskill.	Knatterskill R. R.	316 35	316 35	42 75	.....
6132	Lyon Mountain and Lion Lake	Chataugay R. R.	.....	.....	.....	.....
6133	Hathfield and Norwood	Rome, Watertown and Ogdensburg R. R.	.....	.....	.....	.....
6134	Harrisville and Carthage	Carthage and Adirondack Rwy.	.....	.....	.....	.....
			1,131,864 20	193,308 40		
			1,325,172 60			
		
7001	New York, N. Y., and Easton, Pa.	Central R. R. Co. of New Jersey.	10,937 20	10,937 20	147 92	.....
7002	Somerville and Flemington	do	698 19	698 19	43 01	.....
7003	Elizabethport (n. o.) and Bayhead Junction (n. o.).	do	8,539 82	8,539 82	170 15	.....
7004	New York, N. Y., and Philadelphia, Pa.	Pennsylvania R. R.	143,143 56	38,638 25	1,574 91	425 00
7005	Camden and Monmouth Junction.	do	4,497 84	4,497 84	83 79	.....
7006	Camden and Hightstown	do	3,299 03	3,299 03	64 98	.....
7007	Burlington and Medford	do	633 55	633 55	42 75	.....
7008	Trenton and Manunka Chunk (n. o.)	do	6,038 77	6,028 77	88 32	.....
7009	Lambertville and Flemington	do	12,46 15	532 66	42 75	.....
7010	East Millstone and New Brunswick	do	8,56 12	865 94	42 75	.....
7011	Rocky Hill and Monmouth Junction	do	287 28	287 28	42 75	.....
7012	Kinkora and J. ulustown	do	6,72 12	421 94	42 75	.....
7013	Hoboken, N. J., and Easton, Pa.	Delaware, Lackawanna and Western R. R.	84,24 29.67	12,244 28	145 35	.....
7014	Dover and Chester	do	600 63	600 63	42 75	.....
7015	Philadelphia, Pa., and Atlantic City, N. J.	Camden and Atlantic R. R.	4,478 28	4,478 28	75 34	.....

Pay not fixed.
Do.
Do.

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for		Total annual pay.		Cost per mile for		Remarks.	
					transportation.	office cars.	Dollars.	Dollars.	transportation.	office cars.		
NEW JERSEY—continued.												
7016	Hopping (n. o.) and Atlantic Highlands.	Central R. R. Co. of New Jersey.	Miles. 3.10	15	Dollars. 132 52	Dollars. 42 75	Dollars. 132 52	Dollars. 42 75	Cost per mile for railway post office cars.			
7017	Jersey City, N. J., and Nyack, N. Y.	Northern R. R. Co. of New Jersey.	28.50	24	1,931 25	67 55	1,931 25	67 55				
7018	Easton, Pa., and Motouchea Station (n. o.), N. J.	Lehigh Valley R. R.	54.20	29	7,646 53	141 08	7,646 53	141 08				
7019	Newfield and Atlantic City	West Jersey R. R.	34.71	11.01	1,493 85	42 75	1,493 85	42 75				
7020	Pleasantville and Somers Point	do	7.31	6	312 50	42 75	312 50	42 75				
7021	Elmer and Salem	do	17.35	10.78	756 63	43 61	756 63	43 61				
7022	Woodbury and Riddleton Junction (n. o.)	do	22.21	16.81	1,082 51	48 74	1,082 51	48 74				
7023	Jamestown and Sea Girt (n. o.)	Pennsylvania R. R.	27.43	14.48	1,735 49	63 27	1,735 49	63 27				
7024	Jersey City, N. J., and Stony Point, N. Y.	New Jersey and New York R. R.	42.32	16	2,315 75	54 72	2,315 75	54 72				
7025	Waterloo and Franklin Furnace	Delaware, Lackawanna and Western R. R.	23.49	18.23	1,225 23	52 16	1,225 23	52 16				
7026	Highlands and Whiting	Central R. R. Co. of New Jersey.	42.22	16.07	2,590 06	61 56	2,590 06	61 56				
7027	Newark and Mont Clair	Delaware, Lackawanna and Western R. R.	6.60	12	355 54	53 87	355 54	53 87				
7028	Hoboken and Donville	do	34.30	25.86	4,809 54	140 22	4,809 54	140 22				
7029	Whiting and Atison	do	24.47	9	1,046 09	42 75	1,046 09	42 75				
7030	Newark and Paterson	Central R. R. Co. of New Jersey.	11.37	12	486 07	42 75	486 07	42 75				
7031	Atison and Bridgton	Western R. R.	37.81	9	1,616 37	42 75	1,616 37	42 75				
7032	Whiting and Tuckerton	Tuckerton R. R.	20.70	12	1,447 57	48 74	1,447 57	48 74				
7033	Bridgton and Port Norris	Chimberland and Maurice River R. R.	21.30	32	965 31	45 82	965 31	45 82				
7034	Jersey City, N. J., and Greenwood Lake, N. Y.	New York and Greenwood Lake Rwy.	51.46	10.33	2,375 90	46 17	2,375 90	46 17				
7035	Atco Junction (n. o.) and Glassborough.	Williamstown and Delaware River R. R.	17.71	12	757 10	42 75	757 10	42 75				
7036	Summit and Bernardsville	Delaware, Lackawanna and Western R. R.	14.68	12	627 57	42 75	627 57	42 75				

7037	Jersey City, N. J., Middletown, N. Y.	88.40	16.40	6,878.40	6,878.40	77.81	Pay not fixed.
7039	Woodbury and Penn's Grove	20.97	806.46	806.46	42.75		
7040	High Bridge and Rockaway	30.76	1,314.99	1,314.99	42.75		
7041	Camden and Cape May	82.19	21.18	7,097.92	86.36		
7042	Beach Haven and Manahawkin	12.03	0				
7043	Keypoint and Freehold	14.99	29.24	781.87	52.16		
7044	Trenton and Trenton Junction	4.28	12	182.97	42.75		
7045	Haddonfield and Marlton	6.97	6	297.96	42.75		
7046	Bordentown and Trenton	6.08	30	317.13	52.16		
7047	Jamessburgh and South Amboy	13.63	12	1,072.13	78.66		
7048	Brancheville Junction (n. o.) and Branchville	6.37	15	272.31	42.75		
7049	Eatontown and Port Monmouth	9.47	12.81	550.58	58.14		
7050	Manchester and Barnegat	22.24	16.17	950.76	42.75		
7051	Glasborough and Bridgeton	20.20	18	1,623.47	80.37		
7052	Greycourt (n. o.), N. Y., and Belvidere, N. J.	64.56	6.97	2,925.23	46.17		
7053	Princeton Junction and Princeton	3.44	39	197.07	57.29		
7054	Whiting and Layhead Junction (n. o.)	28.89	8.02	1,235.04	42.75		
7055	Rutherford Junction (n. o.) and Ridgewood Junction (n. o.)	9.98	12.50	1,365.26	136.80		
7056	Barnegat City and Barnegat City Junction (n. o.)	8.91	6				
7057	Vacant						
7058	Kays, N. J., and Stroudsburg, Pa.	47.85	6	2,045.58	42.75		
7059	Delaware and Columbia Junction (n. o.)	3.10	6	135.09	42.75		
7060	Sea Isle Junction (n. o.) and Sea Isle City	5.08	12	217.17	42.75		
7061	Angloesa Junction (n. o.) and Angloesa	5.25	12	224.43	42.75		
7062	Vacant						
7063	Whiting and Birmingham	18.75	12	801.56	42.75		
7064	Evansville (n. o.) and Vincentown	3.04	12	129.90	42.75		
		1,709.75	38,628.25	303,019.24			
PENNSYLVANIA.							
8001	Philadelphia and Pittsburgh	352.90	70.13	387,120.71	97,047.50	1,606.97	275.00
8002	Philadelphia and Pottsville	93.1	33.85	13,850.48	13,850.48	148.77	
8063	Philadelphia and West Chester	27.81	28.41	3,376.41	3,376.41	121.41	
8004	Philadelphia and Norristown	56.01	46.88	9,625.87	9,625.87	171.86	
8005	Philadelphia and Norristown	16.21	18	1,033.32	1,033.32	64.99	
8006	Seabury and Williamsport	40.96	24.50	7,949.92	7,949.92	194.99	25.00

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C.—Railroad service as in operation on the 30th of June, 1867—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.										
8007	Bridgeport and Easton	Philadelphia and Reading R. R.	16.93	7.32	651 46	.....	.....	38 84	.....	Cost per mile for railway post office cars.
8008	Chester, Pa., and Fort Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R.	58.74	13.10	4,871 89	.....	.....	82 94	.....
8009	Honesdale and Lackawanna	New York, Lake Erie and Western R. R.	24.94	12	1,407 36	.....	.....	56 43	.....
8010	Easton Pa., and Waverly, N. Y.	Lehigh Valley R. R.	205.57	28 49	30,582 64	.....	.....	148 77	.....
8011	Penn Iron Junction (n. o.) and Mount Carmel	do	46.80	15	2,565 82	.....	.....	54 72	.....
8012	Hazle Creek Bridge (n. o.) and Andover	do	8.52	6	364 23	.....	.....	42 75	.....
8013	Portville and Herndon	Philadelphia and Reading R. R.	78.06	10.37	5,139 47	.....	.....	65 84	.....
8014	Port Clinton and Williamsport	do	122.07	8.3	6,679 67	.....	.....	54 72	.....
8015	Canby and Sugarloaf	Pennsylvania R. R.	24.41	6	2,012 60	.....	.....	45 32	.....
8016	Penn Haven Junction (n. o.) and Sugarloaf	Lehigh Valley R. R.	23.6	20.88	1,654 59	.....	.....	70 11	.....
8017	Scranton and Northumberland	Delaware, Lackawanna and Western R. R.	80.48	24	8,394 86	.....	.....	104 31	.....
8018	Scranton and Carbondale	Delaware and Hudson Canal Company	17.45	24	1,402 45	.....	.....	80 37	.....
8019	Binghamton, N. Y., and Washington, N. J.	Delaware, Lackawanna and Western R. R.	140.5	22.41	19,250 40	.....	.....	136 80	.....
8020	Elmira, N. Y., and Hoyville, Pa.	New York, Lake Erie and Western R. R.	64.94	10.55	4,386 00	.....	.....	67 55	.....
8021	Williamsport, Pa., and Elmira, N. Y.	Norfolk Central Rwy.	78.81	18	11,283 27	.....	.....	142 79	.....
8022	Williamsport and Erie	Pennsylvania R. R.	247.75	13.56	25,310 31	.....	.....	101 73	.....
8023	Summit and Mount Carmel	Norfolk Central Rwy.	27.4	16	1,244 94	.....	.....	45 32	.....
8024	Bratford, Pa., and Carrollton, N. Y.	New York, Lake Erie and Western R. R.	11.58	20	920 84	.....	.....	79 62	.....
8025	Irvine and Corry	Buffalo, New York and Philadelphia R. R.	95.13	21.31	8,378 09	.....	.....	88 07	.....
8026	Strasburgh and Leaman Place	Strasburgh R. R., Isaac Pennsylvania, Rwy.	5.25	6	224 43	.....	.....	42 75	.....
8027	Lawson and Middletown	Pennsylvania R. R.	30.98	22.23	2,542 83	.....	.....	82 08	.....
8028	Harrisburgh and Auburn	Philadelphia and Reading R. R.	50.05	0.82	2,524 38	.....	.....	42 73	.....
8029	Stewartstown and New Freedom	Stewartstown R.	7.65	12	827 03	.....	.....	42 75	.....
8030	Harrisburgh, Pa., and Martinsburgh, W. V.	Cumberland Valley R. R.	94.87	23.44	11,924 21	.....	.....	125 09	.....
8031	Columbia and Sinking Spring	Reading and Columbia R. R.	30.73	15.53	2,800 90	.....	.....	56 14	.....

8032	Columbia, Pa., as Frederick, Md.	69.3	17.52	4,582.71	65.84
8033	Berlin Junction (n. o.) and East Berlin.	7.23	0	309.08	42.75
8034	Huntingdon and Mount Dallas Station (n. o.).	45.15	12	3,204.29	70.97
8035	Tyrone and Carlisleville.	47.46	18	3,613.92	76.10
8036	Altoona and Henrietta.	27.92	16.28	1,589.53	57.26
8037	Cresson and Ebensburg.	11.60	15	1,535.11	44.17
8038	Tyrone and Lock Haven.	55.25	12	3,839.61	69.34
8039	Bidartville and Altoona.	67.64	12	5,104.24	75.24
8040	Pittsburgh, Pa., and Wheeling, W. Va.	70.41	22.05	4,093.64	66.69
8041	Pittsburgh and Oil City.	132.61	19	18,255.09	187.65
8042	Branch Junction and Indiana.	10.25	13.75	1,382.53	71.82
8043	New York, Lake Erie and Western R. R.	36.67	18	2,445.52	66.60
8044	Erie and Homewood.	112.05	12	11,106.37	98.33
8045	Oil City, Pa., and Ashland, Ohio.	68.40	10.78	5,748.13	64.98
8046	Bethlehem and Bangor.	31.46	12	1,345.78	42.75
8047	Downtown and New Holland.	28.99	18	1,402.90	40.66
8048	West Chester and Phoenixville.	18.43	10.72	1,787.88	42.75
8049	Lewistown Junction (n. o.) and Mifflin.	12.94	12	553.18	42.75
8050	Pottsville and Frackville.	11.65	13.55	493.76	45.75
8051	Greenville and Butler.	58.95	13.31	3,287.04	56.43
8052	Carlisle and Pine Grove Furnace.	18.97	10.91	1,086.79	57.29
8053	Freeport and Butler.	21.99	12	1,428.91	64.98
8054	Wilmington, Del., and Reading, Pa.	71.9	9	3,258.50	45.82
8055	Pittsburgh and Washington.	22.9	24	2,192.90	95.76
8056	Perklemen Junction (n. o.), Ematus.	37.38	7.78	1,917.59	51.30
8057	Pottsville and Hart's.	18.22	11.23	565.15	42.75
8058	Jeddo and Free-and.	18.47	16	105.59	42.75
8059	Lebanon and Tower City.	43.40	6.78	1,896.59	43.61
8060	Towanda and Herlice.	23.68	12	1,012.32	42.75
8061	Schuylkill Haven and Glen Carbon.	12.64	10.12	583.11	42.75
8062	Topton and Kutztown.	8.04	24	216.31	42.75
8063	Pittsburgh, Pa., and Cumberland, Md.	149.58	18.63	21,741.45	145.88
8064	Carbondale and Susquehanna.	39.51	6	1,756.61	44.46
8065	Corning, N. Y., and Antrim, Pa.	51	15.23	5,276.46	103.46
8066	Phoenixville and Dorchland.	11.98	10.04	452.22	42.75
8067	Lewistown and Bellefonte.	66.22	11.13	3,227.56	46.74
8068	Bloomfield and Titusville.	10.49	6	448.44	42.75
8070	Towanda and Barclay.	17.65	6	763.08	42.75
8070	Rockwood and Johnstown.	48.09	18	2,043.47	45.32

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distances.	Average number of trips per week over whole route.	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.	
PENNSYLVANIA—continued.										
8071	South Penn Junction (n. e.) and Richmond Furnace.	Cumberland Valley R. R.	19.38	9.49	977 72	977 72	977 72	50 45		
8072	Mount Dallas Station (n. e.), Pa., and Cumberland, Md.	Pennsylvania R. R.	45.29	12	2,594 06	2,594 06	2,594 06	57 29		
8073	Alfentown and Harrisburg.	Philadelphia and Reading R. R.	99.40	30.58	12,135 29	12,135 29	12,135 29	134 24		
8074	Conshohocken and Flourtown.	do	7.19	6	397 37	397 37	397 37	42 75		
8075	Landsdale and Doylestown.	do	16.71	30	714 24	714 24	714 24	66 69		
8076	Redbank Furnace and Driftwood.	Allegheny Valley R. R.	169.91	10.92	7,424 42	7,424 42	7,424 42	67 55		
8077	Chambersburg and Waynesborough.	Mont Alto R. R.	22.18	12	1,081 05	1,081 05	1,081 05	48 74		
8078	Tunkhannock and Montrose.	Montrose Rwy.	29.71	6	1,244 45	1,244 45	1,244 45	42 75		
8079	Wilkes-Barre and Scranton.	Delaware and Hudson Canal Co.	19.32	12	825 92	825 92	825 92	42 75		
8080	Mechanicsburgh and Dillaburgh.	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 91		
8082	Valley Junction (n. e.), Pa., and McEwens, Md.	Western Maryland R. R.	11.49	9.30	677 91	677 91	677 91	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	647 16	647 16	647 16	45 32		
8085	Mount Union and Robertsdale.	East Broad Top R. R. and Coal Co.	30.05	10.39	1,285 06	1,285 06	1,285 06	42 75		
8086	Mount Jewett and Callery.	Pittsburgh and Western R. R.	120.11	8.96	7,255 97	7,255 97	7,255 97	52 16		
8087	Bellwood and Irwona.	Bella Gap R. R.	25.62	12	1,095 25	1,095 25	1,095 25	42 75		
8088	Alaska (n. e.) and Mount Carmel.	Philadelphia and Reading R. R.	1.05	12	89 36	89 36	89 36	42 75		
8089	Reading and Slatington.	do	44.13	6	1,886 55	1,886 55	1,886 55	42 75		
8090	Berlin and Garrett.	Baltimore and Ohio R. R.	8.43	6	300 38	300 38	300 38	42 75		
8091	Larabee and Clermont.	Buffalo, 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.	46.59	6	2,012 85	2,012 85	2,012 85	49 50		
8093	Lawsonham and Shigo.	Allegheny Valley R. R.	10.79	6	461 27	461 27	461 27	42 75		
8094	Oxford and Peter's Creek.	Peach Bottom R. R.	19.12	2.35	817 38	817 38	817 38	42 75		
8095	Pittsburgh and Castle Shannon.	Pittsburgh and Castle Shannon R. R.	6.02	6	557 35	557 35	557 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 Upper Lehigh...	Central R. R. Company of New Jersey.	8.80	12	376 20	42 75
8098	Norristown and Lansdale.....	Stony Creek R. R.....	10.80	9	461 70	42 75
8099	Taconia Mills and Ramsey.....	Pennsylvania R. R.....	9.04	12.2	386 40	42 75
8100	Quakertown and Mauch Chunk.....	Central R. R. Company of New Jersey.	16.32	15.75	711 71	43 61
8101	Wilkes-Barre and Wyananite.....	do	12.40	6	532 66	42 75
8102	Hanover Junction and Gettysburgh.....	Western Maryland R. R.....	29.93	16.79	2,134 13	70 97
8103	Junktown, Pa., and Boundbrook, N. J.....	Philadelphia and Reading R. R.....	40.27	15.12	2,443 29	49 59
8104	Greensburgh and Fairchance.....	Pennsylvania R. R.....	44.72	18.09	3,441 20	76 95
8105	Shields and Etidala.....	Tonessa Valley R. R.....	12.73	6	544 20	42 75
8106	Millersburgh and Williamstown.....	Northern Central Rwy.....	21.04	10.20	935 43	41 46
8107	Meadville and Linesville.....	Meadville and Linesville Rwy.....	21.10	14.34	920 17	43 61
8108	Lewisport Junction (n. o.) and Selin's Grove Junction (n. o.).....	Pennsylvania R. R.....	44.60	6.18	1,906 65	42 75
8109	Arlington Station (n. o.) and Breadyville.....	Northeast Pennsylvania R. R.....	9.83	12	420 23	42 75
8110	Catawissa Junction (n. o.) and Nordmont.....	Williamsport and North Branch R. R.....	26.53	15.04	925 53	42 75
8111	Manor Station and Clarksburg.....	Pennsylvania R. R.....	4.31	12	184 25	42 75
8112	Jersey Shore and Gazzam.....	Beech Creek R. R.....	116.01	6	1,000 00	8 62
8113	Tyrone and Behora.....	Pennsylvania R. R.....	25.61	12	1,094 82	42 75
8114	Washington and Waynesburgh.....	Waynesburg and Washington R. R.....	29.73	12	1,906 58	64 13
8115	Bangor Junction (n. o.), Pa., and Brainards, N. J.....	Bangor and Portland Rwy.....	4.57	24	214 92	47 03
8116	Honesdale and Carbondale.....	Delaware and Hudson Canal Co.....	17.48	12	747 27	42 75
8117	Philadelphia (Third and Berks streets station) and Newtown.....	Philadelphia, Newtown and New York R. R.....	23.28	18	1,214 28	52 16
8118	Lairobo and Ligonier.....	Ligonier Valley R. R.....	10.80	12	461 70	42 75
8119	Shenandoah and Mahanoy Plane.....	Philadelphia and Reading R. R.....	6.92	15	295 83	42 75
8120	Brislin and Goss Run Junction (n. o.).....	Pennsylvania R. R.....	1.04	14	44 46	42 75
8121	Bradford, Pa., and Olean, N. Y.....	Buffalo, New York and Philadelphia R. R.....	23 66	14.70	1,012 32	42 75
8122	Summit City and Bradford.....	do	8.97	6	383 46	42 75
8123	Pittsburgh, Pa., and Youngstown, Ohio.....	Pittsburgh and Lake Erie R. R.....	65.53	26.45	9,900 00	150 48
8124	Columbia, Pa., and Port Deposit, Md.....	Pennsylvania R. R.....	39.62	6	1,727 82	43 61
8125	Allegheny and New Castle.....	Pittsburgh and Western R. R.....	61.63	13.45	4,278 81	70 11
8126	D. and M. Junction (n. o.) and Shippenburgh.....	Harrisburgh and Potomac R. R.....	28.82	11.32	1,232 05	42 75
8127	Montour Junction (n. o.) and Imperial.....	Montour R. R.....	11	12	470 25	42 75
8128	Portland and Nazareth.....	Bangor and Portland Rwy.....	20.14	13.93	1,117 48	42 75
8129	Irwin and Blackburn.....	Pean Gas Coal Co.'s Youghiogheny R. R.....	8.53	0	361 65	42 75
8130	Daguaschonda and Dagus Mines.....	Northwestern Mining and Exchange Co.....	6.01	12	256 92	42 75

Pay not fixed on 4.88 miles, extension from Sousestown to Nordmont.

C. — *Railroad service as in operation on the 30th of June, 1887—Continued.*

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.										
8131	Lendenburgh and Pomeroy	Pennsylvania R. R.	18.64	6	792.58	42.75	792.58	42.75		
8132	Bradford and Snetport	Bradford, Bordell and Kinzua R. R.	26.18	6	1,141.70	43.61	1,141.70	43.61		
8133	Kinzua Junction (n. o.) and Eldred.	R. R.	14.25	6	792.01	55.58	792.01	55.58		
8134	Lumber Yard (n. o.) and Eberwale.	Lehigh Valley R. R.	6.33	12	266.33	42.75	266.33	42.75		
8135	Tunnel and Kelly	do.	1.20	6	51.30	42.75	51.30	42.75		
8136	Blossburgh and Morris Run	New York, Lake Erie and Western R. R.	3.76	6	160.74	42.75	160.74	42.75		
8137	Junction and Quarryville	Reading and Columbia R. R.	23.50	14.31	1,024.83	43.61	1,024.83	43.61		
8138	Saxton and Dobby	Hartington and Broad Top Mountain R. R. and Coal Co.	6.18	6	264.19	42.75	264.19	42.75		
8139	Lawrenceville and Harrison Valley	Fall Brook Coal Co.	32.42	6.35	1,385.95	42.75	1,385.95	42.75		
8140	Hollidaysburg Junction (n. o.) and New York	Pennsylvania R. R.	3.06	12	130.81	42.75	130.81	42.75		
8141	Broad Ford and Mount Pleasant	Baltimore and Ohio R. R.	10.38	6	443.74	42.75	443.74	42.75		
8142	Fall Brook and Blossburgh	Fall Brook Coal Co.	7.64	6	326.61	42.75	326.61	42.75		
8143	Neely and Verona	Allegheny Valley R. R.	5.42	6	231.11	42.75	231.11	42.75		
8144	Port Allegheny and Condesport	Condesport and Port Allegheny R. R.	17.57	12	751.11	42.75	751.11	42.75		Pay not fixed.
8145	Mcversburgh Junction (n. o.) and Mcversburgh	Cumberland Valley R. R.	2.64	12	142.21	53.87	142.21	53.87		
8146	West Brownsville and Uniontown.	Pennsylvania R. R.	18.80	9	808.70	42.75	808.70	42.75		
8147	Claxon Junction (n. o.) and Claxon.	Pittsburgh and Western R. R.	6.42	18	274.45	42.75	274.45	42.75		
8148	North Claxton and Cherry Grove.	Warren and Farnsworth Valley R. R.	10.47	12	447.50	42.75	447.50	42.75		
8149	Lebanon and Corvick	Cornwall R. R.	6.25	12	267.18	42.75	267.18	42.75		
8150	Williamsport and Stokesdale Junction (n. o.)	Fall Brook Coal Co.	78.52	12	6,042.11	76.95	6,042.11	76.95		
8151	Youngwood Station (n. o.) and United Branchton and Hilliard's	Pennsylvania R. R.	8.84	6	377.91	42.75	377.91	42.75		
8152	Sandy and Lewisburg	Shenandoah and Allegheny R. R.	10.47	6	447.50	42.75	447.50	42.75		
8153	Cornwall and Condesport	Phidolphian and Reading R. R.	9.35	7.31	399.71	42.75	399.71	42.75		
8154	Hunter's Run and Gettysburgh	Colabrook Valley R. R.	16.96	6	725.04	42.75	725.04	42.75		
8155	New Castle Junction (n. o.) and New Castle.	Gettysburg and Harrisburg R. R.	22.79	12	1,578.43	69.26	1,578.43	69.26		
8156	New Castle and Lake Erie R. R.	Pittsburgh and Lake Erie R. R.	3.05	27.5	106.89	54.72	106.89	54.72		

8187	Springfield Junction (n. o.) and Mines Park Place and Mahanoy City.....	Pennsylvania R. R.....	8.20	6	350 55	.....	350 55	42 75	.....
8188	Park Place and Mahanoy City.....	Lehigh Valley R. R.....	3.27	9	173 34	.....	173 34	53 01	.....
8189	Pittsburgh and New Haven.....	Pittsburgh and Lake Erie R.R.....	50.51	6	3,002 27	.....	3,002 27	50 45	.....
8190	Philadelphia and Chestnut Hill Railroad Station (n. o.).....	Pennsylvania R. R.....	11.86	37	780 86	.....	780 86	65 84	.....
8191	Holmesburg Junction (n. o.) and Sunningfield Railroad Station (n. o.).....	do.....	4.94	12	172 71	.....	172 71	42 75	.....
8192	Sunningfield Station (n. o.) and Saint Peter's Spring and Ore Hill.....	Williamington and Northern R. R.....	7.00	12	290 25	.....	290 25	42 75	.....
8193	Reading Spring and Ore Hill.....	Pennsylvania R. R.....	3.86	6	143 64	.....	143 64	42 75	.....
8194	Warren, Pa., and Salamanca, N. Y.....	Delphi, New York and Philadelphia R. R.....	42.19	6	1,000 00	.....	1,000 00	23 70	.....
8195	Irvons and Mahaffey.....	Bell's Gap R. R.....	16.05	6	.....	.....	.....	.....	.....
8196	Turbotville and Watsontown.....	Wilkes-Barre and Western R. V.....	0.53	6	.....	.....	.....	.....	.....
8197	Keating and Karbars.....	Pennsylvania R. R.....	22.17	6	.....	.....	.....	.....	.....
			6,077.55		835,622 38	98,071 50	923,693 88		.....
DELAWARE.										
9501	Williamington and Delmar.....	Philadelphia, Wilmington and Baltimore R. R.....	97.12	20.00	14,780 09	.....	14,780 09	152 19	.....
9502	Delmar, Del., and Crisfield, Md.....	New York, Philadelphia and Norfolk R. R.....	38.23	9	4,118 51	.....	4,118 51	107 73	.....
9503	Clayton, Del., and Oxford, Md.....	Philadelphia, Wilmington and Baltimore R. R.....	54.70	8.41	3,460 86	.....	3,460 86	63 27	.....
9504	Georgetown and Lewes.....	Delaware, Maryland and Virginia R. R.....	16.02	6	684 85	.....	684 85	42 75	.....
9505	Williamington, Del., and Landonburgh, Pa.....	Baltimore and Philadelphia R. R.....	19.48	6	832 77	.....	832 77	42 75	.....
9506	Harrington, Del., and Franklin City, Va.....	Delaware, Maryland and Virginia R. R.....	80.30	6	4,394 01	.....	4,394 01	54 72	.....
9507	Newark and Delaware City.....	Philadelphia, Wilmington and Baltimore R. R.....	12.08	9.71	542 07	.....	542 07	42 75	.....
			318.53		28,813 76	.....	28,813 76		.....
MARYLAND.										
10001	Bay View (n. o.), Md., and Philadelphia, Pa.....	Philadelphia, Wilmington and Baltimore R. R.....	91.80	74.48	68,128 45	9,180 00	77,308 45	742 14	109 00	
10002	Baltimore, Md., and Sunbury, Pa.....	Northern Central R. V.....	138.01	22.53	32,922 28	3,450 25	36,372 53	238 55	25 00	
10003	Baltimore, Md., and Beltsville, Ohio.....	Baltimore and Ohio R. R.....	390.39	30.75	137,186 94	39,115 00	176,302 54	351 41	40 00	
10004	Arby and Frederick.....	do.....	3.85	37	260 06	.....	260 06	67 55	.....
10005	Georgetown and Hagerstown.....	do.....	24.60	15	1,365 04	.....	1,365 04	55 58	.....
10006	Baltimore and Williamsport.....	Western Maryland R. R.....	93.14	13.41	14,015 70	3,165 00	16,180 70	150 48	25 00	
10007	Annapolis and Annapolis Junction.....	Annapolis, Washington and Baltimore R. R.....	21.08	21.14	1,433 95	.....	1,433 95	67 55	.....

For 293.75 miles, Baltimore and Grafton.
For 94 miles, Grafton and Beltsville.

For 96.6 miles, to Hagerstown.

Pay not fixed.
Do.
Do.

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
MARYLAND—continued.										
10008	Cambridge, Md., and Seaford, Del.	Philadelphia Wilmington and Baltimore R. R.	43.64	6	1,725 73	51 30	1,725 73			
10009	Salisbury and Ocean City	Wicomico and Pocomoke R. R.	31.05	12	1,327 38	42 75	1,327 38			
10010	Towson, Del., and Centreville, Md.	Philadelphia Wilmington and Baltimore R. R.	55.23	11	1,929 42	54 72	1,929 42			
10011	Cumberland, Md., and Pichmont, W. Va.	Cumberland and Pennsylvania R. R.	33.79	12	1,993 61	59 00	1,993 61			
10012	Clayton, Del., and Chestertown, Md.	Baltimore and Delaware Bay R. R., Freeport, Pocomoke, and Pottomac R. R.	31.11	6	2,048 28	65 84	2,048 28			
10013	Bay View (n. o.), Md., and Washing- ton, D. C.	do	45.4	78.07	33,304 98	4,540 00	37,844 98	733 59	100 00	
10014	Howe and Pope's Creek	do	49.01	6	2,963 70	46 17	2,963 70			
10015	Pennonia Junction, Md., and Cape Charles, Va.	New York, Philadelphia and Norfolk R. R.	73.32	6	6,708 01	91 49	6,708 01			
10016	Venent.	do	81.13	19.28	6,242 95	76 95	6,242 95			
10017	Baltimore, Md., and Harper's Ferry, W. Va.	Baltimore and Ohio R. R.	5.51	6	213 02	38 48	213 02			
10018	Lake Roland and Stevenson	Northern Central Rwy.	6.04	18	596 68	296 08	296 08			
10019	Emmitsburgh and Hooky Ridge	Emmitsburgh R. R.	10.32	12	1,546 35	76 10	1,546 35			
10020	Valley Junction (n. o.), Pa., and Glyndon, Md.	Western Maryland R. R.	21.93	12	937 50	42 75	937 50			
10021	Edgemont, Md., and Chambers- burgh, Pa.	do	7	10.39	299 95	269 25	269 25			
10022	Baltimore and Brooklyn	Baltimore and Ohio R. R.	4.40	12	222 65	49 60	222 65			
10023	Perryville and Port Deposit	Perryville R. R.	45.58	12	2,416 19	53 01	2,416 19			
10024	Baltimore, Md., and Belts, Pa.	Maryland and Delaware R. R.	20.3	6	885 28	43 61	885 28			
10025	Brandywine and Mechanicsville	Southern Maryland R. R.	3.93	12	108 00	42 75	108 00			
10026	Saint Agnes Station (n. o.) and Catonsville.	Baltimore and Potomac R. R.	1,312.54		319,829 52	58,450 85	378,280 37			
VIRGINIA.										
11001	Washington, D. C., and Richmond, Va.	Richmond, Fredericksburgh and Potomac R. R.	115.90	20	37,557 59	13,908 00	51,465 39	324 05	120 00	
11002	Alexandria and Lynchburgh	Virginia Midland Rwy.	100.40	18.50	67,477 88	19,136 00	76,613 88	345 42	115 00	

11003	Manassas and Stoneburg.	do	62.93	6	4,080 19	4,080 19	64 08
11004	Alexandria and Round Hill.	Richmond and Danville R. R.	50.63	12	3,376 51	3,376 51	66 69
11005	Newport News, Va., and Hunting- ton, W. Va.	Chesapeake and Ohio Rwy.	496.18	19.02	58,970 99	58,970 99	118 85
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	2,284 48	2,284 48	59 00
11008	Richmond and Petersburg.	Richmond and Petersburg R. R.	23.39	32	0,459 61	1,871 20	278 17
11009	Petersburgh, Va., and Weldon, N. C.	Petersburgh R. R.	64.00	17	16,798 36	21,919 36	282 49
11010	Petersburgh and City Point.	Norfolk and Western R. R.	10.47	6	4,447 59	4,447 59	42 75
11011	Petersburgh and Norfolk.	do	82.18	13	7,796 70	7,796 70	94 01
11012	Petersburgh and Lynchburgh.	do	123.70	7	9,730 24	9,730 24	78 66
11013	Lynchburgh, Va., and Roanoke, Va.	{ Lynchburgh, Va., and Roanoke, Va. { {	54.24	14	37,574 85	46,438 85	183 83
11014	Roanoke, Va., and Bristol, Tenn.	do	150.16	6	8,684 00	8,684 00	50 00
11015	Glade Spring and Saltville.	do	9.65	6	412 53	412 53	43 75
11016	Portsmouth, Va., and Weldon, N. C.	Seaboard and Roanoke R. R.	78.98	12	6,550 60	6,550 60	82 94
11016	Lynchburgh and Danville Junction (n. o.)	Virginia Midland Rwy.	65.72	14	18,205 75	5,914 80	277 02
11017	Bermuda Hundred and Winterpeck.	Bright Hope Rwy.	28.61	6	978 46	978 46	34 20
11018	Washington, D. C., and Alexandria, Va.	Alexandria and Washington R. R.	7.42	45	2,582 08	853 30	347 99
11019	Suberth, Va., and Milton, N. C.	Richmond and Danville R. R.	7.20	12	310 38	310 38	42 75
11020	Fredricksburgh and Orange C. H.	Potomac, Fredericksburgh and Piedmont R. R.	39	6	1,667 25	1,667 25	42 75
11021	Hagerstown, Md., and Roanoke, Va.	Shenandoah Valley R. R.	239.80	14	82,804 64	5,995 00	196 80
11022	Elba and Rocky Mount.	Richmond and Danville R. R.	37.47	6	1,601 84	1,601 84	42 75
11023	Richmond and Lynchburgh.	Virginia Midland Rwy.	147.07	18	12,197 98	12,197 98	82 94
11024	Owl Run and Warrenton.	Richmond and Alleghany R. R.	9.25	14	411 25	411 25	44 40
11025	Orange C. H. and Gordonsville.	Virginia Midland Rwy.	9.42	7	409 70	402 70	42 75
11026	Norfolk, Va., and Edenton, N. C.	do	73.07	6	5,884 45	5,884 45	74 39
11027	Clifton Forge and Lynchburgh.	Norfolk Southern R. R.	84.20	12	5,183 35	6,183 35	61 50
11028	Balcony Falls and Lexington.	Danville and New River R. R.	76.52	6	3,271 23	3,271 23	42 75
11029	Balcony Falls and Stuart.	Richmond and Alleghany R. R.	22.13	12	1,021 74	1,021 74	46 17
11030	Suffolk, Va., and Smyth, N. C.	Suffolk and Carolina R. R.	25.00	6	707 78	707 78	65 84
11031	Newport News and Fortress Monroe.	Chesapeake and Ohio Rwy.	31.63	13	1,379 38	1,379 38	43 61
11032	Keyville and Clarksville.	Richmond and Mecklenburg R. R.	73.09	6	4,158 32	4,158 32	56 43
11033	New River Depot and Pocahontas.	Norfolk and Western R. R.	18.50	6	1,650 27	1,650 27	42 75
11034	Claremont and Hicksford.	Atlantic and Danville Rwy.	37.22	6	803 76	803 76	43 75
11035	Norfolk and Virginia Beach.	Norfolk and Virginia Beach R. R. and Improvement Co.	18.80	6	802 41	802 41	42 75
11036	Hicksford, Va., and Margarettsville, N. C.	Moherrin Valley Rwy.	18.77	6	563 01	563 01	42 75
11037	Suffolk and Whaleyville.	Suffolk Lumber Co. R. R.	13.17	6	38,815 63	51,704 53	271 04
11038	Norfolk, Danville, Va., and Charlotte, N. C.	Richmond and Danville R. R.	143.21	14	12,868 90	12,868 90	90 00
11039	Fulaaki City and Foster Falls.	Norfolk and Western R. R.	23.95	6	402,079 72	74,651 20	Do.
			2,561.87		470,630 92		

Pay not fixed.

Do.

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
WEST VIRGINIA.										
12001	Harper's Ferry, W. Va., and Lexington, Va.	Baltimore and Ohio R. R.	165.54	14.52	15,285.06	92.94	15,285.96	92.94	.....
12002	Grafton and Parkersburgh	do	104.50	21.15	39,424.20	8,360.00	47,494.20	374.49	80.00	
12003	Volcano Junction and Vinton	do	7.02	12	300.10	.....	300.10	42.75	.....
12004	Fennsborough and Ritchie C. H.	R. R.	9.09	12	368.50	.....	368.50	42.75	.....
12005	Wheeling Junction (n. o.) and Wheeling	Pennsboro and Harrisville, Ritchie County, W. Va.	24	24	1,785.06	.....	1,785.06	74.39	.....
12006	Clarksburgh and Weston	St. Louis, Ky., Weston and Clarksburgh, Cincinnati and Cleveland, R. R. and Trans-Continental Company.	27.07	18	2,060.02	.....	2,060.02	76.10	.....
12007	Fishmont and Mineville	West Virginia Central and Wheeling R. R.	13.33	6	550.85	.....	550.85	42.75	.....
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 Wheeling R. R.	45.82	12	1,058.79	.....	1,058.79	42.75	.....
1 010	Charleston, W. Va., and Columbia, Hoeling, Valley, and Toledo n. o.	Ohio Central R. R.	59.70	6.20	2,807.69	.....	2,807.69	47.03	.....
12011	Weston and Buckhannon	Weston and Buckhannon R. R.	16.29	12	724.25	.....	724.25	44.48	.....
12012	Grafton and Philippi	Grafton and Greenbrier R. R.	24	6	1,026.00	.....	1,026.00	43.75	.....
12013	Wheeling and Potomac	Ohio River R. R.	172.29	18.05	12,963.09	.....	12,963.09	75.24	.....
12014	Green Spring and Romney	Baltimore and Ohio R. R.	16.63	12	711.36	.....	711.36	42.75	.....
12015	Beavrod Junction (n. o.) and Wheeling	do	4	50	584.84	.....	584.84	146.21	.....
12016	Blue Stone Junction (n. o.) and Branswell	Norfolk and Western R. R.	2.64	6	112.86	.....	112.86	42.75	.....
12017	Morgantown and Fairmount	Baltimore and Ohio R. R.	25.95	12	1,176.05	.....	1,176.05	45.92	.....
NORTH CAROLINA.										
13001	Raleigh and Weldon	Raleigh and Gaston R. R.	97.78	12	9,265.02	.....	9,265.02	100.89	.....
13002	Weldon and Wilmington	Wilmington and Weldon R. R.	162.07	17.5	38,822.41	.....	38,822.41	237.09	80.00	
			722.42		81,783.09	8,360.00	90,143.09			

13003 13004 13005	Wilmington and Charlotte. Goldborough and Greensborough. Goldborough and Morehead City.	Carolina Central R. R. Richmond and Danville R. R. A. H. Williams and North Carolina R. R.	188.52 126.89 94.05	6 7 7	12,069 78 11,771 93 6,031 42	64 13 90 03 64 13	12,069 78 11,771 93 6,031 42	Pay not fixed on 29.43 miles.
13008 13009 13010	Charlotte and Rutherfordton. Charlotte and Statesville. Raleigh and Hamlet.	Carolina Central R. R. Charlotte, Columbia and Au- gusta R. R.	98.30 184.77 29.10 22.57	6 6 13 6	7,732 27 8,102 51 2,189 48 964 86	78 06 62 16 76 24 42 75	7,732 27 8,102 51 2,189 48 964 86	Pay not fixed on 29.43 miles.
13011 13012 13013	Bonnettsville, S. C., and Walnut Cove, N. C. Greensborough and Winston Jamesville and Washington. K. R., William Bissell, Jesse.	Richmond and Danville R. R. Richmond and Weldon R. R. Albemarle and Raleigh R. R.	14.20 17.80 98.85	6 7 6	607 05 1,050 20 4,906 93	42 75 39 00 49 59	607 05 1,050 20 4,906 93	Pay not fixed on 29.43 miles.
13014 13015 13016 13017 13018 13019 13020 13021 13022	Oxford and Henderson. Rocky Mount and Tarborough. Ashville Junction (n. o.) and Varenc. Alma and Plainview. University Station and Chapel Hill. Dorhams and Scotland Neck. Tayborough and Williamson. Vahant. Danville, Mocksville and South- western Junction (n. o.) and Leakville.	Oxford and Henderson R. R., A. H. Williams, lessee. Wilmington and Weldon R. R. Western North Carolina R. R. Alma and Little Rock R. R. Richmond and Danville R. R. Wilmington and Weldon R. R. Albemarle and Raleigh R. R. Danville, Mocksville and South- western R. R.	20.51 20.33 10.46 4.13 74.02 10.72 12.31	6 6 6 12 6 6 6	876 80 569 83 444 60 133 80 2,341 99 340 71	42 75 42 75 42 75 31 64 42 75 42 75	876 80 569 83 444 60 133 80 2,341 99 340 71	Pay not fixed on 7 miles.
13023 13024 13025 13026 13027 13028 13029	Hickory and Lenoir. Chadbourne and Loris. Lenoirburg and Franklinton. Warren Plains and Warrenton. Weldon and Fayetteville. Rocky Mount and Nashville. Morencr and Pittsborough.	Charlotte, Columbia and Au- gusta R. R. Wilmington, Chadbourne and Conwayboro R. R. Raleigh and Gaston R. R. Warren R. R. Wilmington and Weldon R. R. do do Pittsboro R. R.	29.51 20.33 10.46 4.13 74.02 10.72 12.31	6 6 6 12 6 6 6	876 80 569 83 444 60 133 80 2,341 99 340 71	42 75 42 75 42 75 31 64 42 75 42 75	876 80 569 83 444 60 133 80 2,341 99 340 71	Pay not fixed on 7 miles.
SOUTH CAROLINA.								
14001 14002 14003 14004	Columbia and Greenville. Columbia and Florence. Florence, S. C., and Wilmington, N. C. Columbia and Charleston. Charleston, S. C., and Savannah, Ga. Rwy.	Richmond and Danville R. R. Wilmington, Columbia and Augusta R. R. South Carolina Rwy. Charleston and Savannah Rwy.	144.32 83 110 131.50 115	6 14 15.2 14	10,982 75 36,033 33 7,160 00 13,829 85 22,820 35	76 10 180 81 180 81 105 17 194 09 65 00 65 00	10,982 75 36,033 33 7,160 00 13,829 85 22,820 35	Pay not fixed. Do.

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route	State and termini	Corporate title of company carrying the mail	Distance.	Average number of trips per week over whole route.	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.	
SOUTH CAROLINA—continued.										
14005	Charleston and Florence.	Northeastern R. R.	102	14	21,048 12	6,030 00	27,078 12	206 06	65 00	
14006	Charleston and Cheraw.	do	40.82	7	2,094 06	.....	2,094 06	51 30	.....
14007	Chester, S. C., and Hickory, N. C.	Charlotte, Columbia and Augusta R. R.	83.62	6	4,032 18	.....	4,032 18	51 30	.....	Pay between Newton and Hickory, 9.25 miles, at \$14.53 per mile.
14008	Abston and Spartanburgh.	Richmond and Danville R. R.	68.30	6	3,216 38	.....	3,216 38	47 03	.....
14009	Hodges and Abbeville.	do	11.93	6	510 00	.....	510 00	42 75	.....
14010	Port Royal, S. C., and Augusta, Ga.	Port Royal and Augusta R. R.	316.77	14	6,061 33	.....	6,061 33	54 72	.....
14011	Spartanburgh, S. C., and Asheville, N. C.	Asheville and Spartanburgh R. R.	74.27	0	3,583 86	.....	3,583 86	49 59	.....
14012	Newberry and Laurens.	Richmond and Danville R. R.	31.78	6	1,385 92	.....	1,385 92	43 61	.....
14013	Chester and Lancaster.	Charlotte, Columbia and Augusta R. R.	29.47	6	1,259 84	.....	1,259 84	42 75	.....
14014	Cheraw, S. C., and Wadesborough, N. C.	Cheraw and Salisbury R. R.	26.02	7	1,312 70	.....	1,312 70	50 45	.....
14015	Lane's and Sumter.	Central R. R. Co. of S. C.	40	7	1,710 00	.....	1,710 00	42 75	.....
14016	Lolton and Walhalla.	Richmond and Danville R. R.	43 92	6	2,628 61	.....	2,628 61	59 85	.....
14017	Branchville, S. C., and Augusta, Ga.	South Carolina Rwy.	76.43	21	5,816 32	.....	5,816 32	76 10	.....
14018	Kingsville and Camden.	do	20.28	12	1,679 22	.....	1,679 22	42 75	.....
14019	Blacks and Barnwell.	Barnwell R. R.	9.64	12	412 11	.....	412 11	42 75	.....
14020	Lane's and Georgetown.	Georgetown and Lane's R. R.	36.20	7	1,675 80	.....	1,675 80	42 75	.....
14021	Greenwood and Spartanburgh.	Port Royal and Western Carolina Rwy.	66.20	7	3,622 46	.....	3,622 46	54 72	.....
14022	Effores and Rumphdown.	Ennawville R. R.	33.78	6	837 74	.....	837 74	24 80	.....
14023	McCormick and Anderson.	Port Royal and Western Carolina Rwy.	59 00	6	1,403 20	.....	1,403 20	24 80	.....
14024	Laurens and Greenville.	do	36.85	6	1,134 24	.....	1,134 24	30 78	.....
14025	Green Pond and Walterborough.	Green Pond, Walterborough and Branchville R. R.	12.37	6	.....	.....	.....	.....	.....	Pay not fixed.
			1,619.56		140,240 37	21,265 00	170,495 37			
GEORGIA.										
15001	Atlanta, Ga., and Air Line Junction (n. o.), N. C.	Richmond and Danville R. R.	266.03	14	58,596 01	24,123 70	83,019 61	219 74	90 00	
15002	Atlanta, Ga., and Chattanooga, Tenn.	Western and Atlantic R. R.	138.47	21	28,177 26	12,462 30	40,639 56	293 49	50 00	

	14	17,254.47	4,368.00	21,622.47	197.51	50.00
Atlanta and West Point R. R.	87.30	17,254.47	4,368.00	21,622.47	197.51	50.00
Georgia R. R.	171.59	23,766.93		23,766.93	198.51	
Milner and Atlanta	54.31	3,635.27		3,635.27	66.69	
Central R. R. and Banking Co.	18.98	794.26		794.26	57.39	
Georgia R. R.	40.48	2,319.09		2,319.09	57.39	
do	20.58	1,047.80		1,047.80	58.16	
Rome R. R.	171.50	33,728.47	11,147.50	44,875.97	196.05	66.00
Savannah, Florida and Western Rwy.	191.43	24,978.23		24,978.23	129.96	
Central R. R. and Banking Co.	101.44	6,738.55		6,738.55	66.69	
Southwestern R. R.	163.83	17,754.83		17,754.83	171.00	
Central R. R. and Banking Co.	336.80	24,100.89		24,100.89	70.97	
East Tennessee, Virginia and Georgia Rwy.						
Central R. R. and Banking Co.	38.53	1,647.15		1,647.15	42.75	
Wrightsville and Tennille R. R.	40.50	765.37		765.37	43.75	
Southwestern R. R.	144.37	12,907.84		12,907.84	87.91	
do	12.86	496.76		496.76	52.75	
Savannah, Florida and Western Rwy.	163.11	14,365.09		14,365.09	88.07	
Central R. R. and Banking Co.	18.53	708.65		708.65	42.75	
East and West R. R. Co. of Ala.	110.00	4,705.07		4,705.07	42.75	
Georgia R. R.	78.59	5,846.31		5,846.31	74.89	
Savannah, Griffin and North Alabama R. R.	60.37	2,632.73		2,632.73	43.61	
Brunswick and Western R. R.	171.73	7,782.80		7,782.80	45.32	
Columbus and Greenville	90.65	2,165.28		2,165.28	43.75	
Northwestern R. R.	30.39	2,200.41		2,200.41	35.58	
Etherton Air Line R. R.	51.45	2,189.46		2,189.46	43.75	
Sandersville and Tennille R. R.	3.50	149.62		149.62	43.75	
Wadley and Louisville	10.02	434.00		434.00	43.75	
Hartwell and Howersville	10.15	433.91		433.91	43.75	
Marietta and Murphy, N. C. and Operating Company.	100.03	2,955.01		2,955.01	43.61	
Savannah, Florida and Western Rwy.	36.99	2,972.88		2,972.88	60.37	
Lawrenceville Branch R. R.	10.43	445.88		445.88	43.75	
Talbotton R. R.	7.20	307.80		307.80	43.75	
Gainesville, Jefferson and Southern R. R.	52.27	2,234.54		2,234.54	42.75	
Roswell Junction (n. o.) and Roswell Rwy.	10.87	464.60		464.60	43.75	
Pupeton, Ga., and Gainesville, Fla.	110.27	6,730.40		6,730.40	56.43	
Augusta, Ga., and Greenwood, S. C.	88.30	3,036.61		3,036.61	44.46	
Cochran and Hawkinsville	10.30	444.17		444.17	42.75	
Smithville and Albany	24.08	1,585.42		1,585.42	65.84	
Albany and Blakely	60.19	2,145.62		2,145.62	42.75	

Pay between Ansel and Atlanta, 16.81 miles, at \$50.76 per mile.

Pay not fixed on 41.27 miles.

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.
GEORGIA—continued.										
15041	Cuthbert and Fort Gaines.	Southwestern R. R.	25.23	6	993 08	993 08	993 08	42 75	.....	.....
15042	Avalon, Ga., and Calhoun, Ala.	Georgia Pacific Rwy.	176.76	13	10,276 82	10,276 82	10,276 82	58 14	.....	Pay between Belton and Rabun Gap Junction (n. o.) 12 miles, at \$15 per mile.
15043	Belton and Tallulah.	Northeastern R. R.	33.23	6	1,087 58	1,087 58	1,087 58	42 75	.....	.....
15044	Climax, Ga., and Chattahoochee, Fla.	Savannah, Florida and Western Rwy.	32.17	7	2,778 29	2,778 29	2,778 29	86 30	.....	.....
15045	Belmont and Jefferson.	Gainesville, Jefferson and Southorn R. R.	13.51	0	577 55	.....	577 55	42 75	.....	.....
15046	Scraper and Parky Ford.	Sylvania R. R.	14.99	7	640 82	.....	640 82	42 75	.....	.....
15047	Andersenville and Biroma Vista.	Biroma Vista and Ellaville R. R.	26.63	6	1,138 43	.....	1,138 43	42 75	.....	.....
15048	Augusta and Sandersville.	Augusta, Gibson and Sandersville R. R.	81.05	6	2,195 64	.....	2,195 64	42 75	.....	Pay not fixed on 29.60 miles.
15049	Wrightsville and Dublin.	Wrightsville and Tennille R. R.	16.56	6	836 19	.....	836 19	42 75	.....	.....
15050	Americus and Lumpkin.	Americus, Preston and Lumpkin R. R.	38.78	6	1,637 84	.....	1,637 84	42 75	.....	.....
15051	Columbus and Shiloh.	Georgia Midland and Gulf R. R.	35.29	6	792 39	.....	792 39	50 52	.....	.....
15052	Macon and Monticello.	Covington and Macon R. R.	45.45	6	1,360 31	.....	1,360 31	29 93	.....	.....
15053	Midville and Swainsborough.	Midville and Swainsborough R. R. (owned and operated by Jesse Thompson & Co.)	18.32	6	.....	.....	.....	.....	.....	Pay not fixed.
			3,754.71	.....	349,808 74	58,100 50	401,999 24	.....	.....	.....
FLORIDA.										
16001	Fernandina and Cedar Keys.	Florida Railway and Navigation Company.	155.15	6.92	10,824 81	.....	10,824 81	69 77	.....	All land grant.
16002	Lake City and River Junction.	do.	155.87	7	9,381 81	.....	9,381 81	69 19	.....	Do.
16003	Pensacola and Flomaton.	Louisville and Nashville R. R.	44.81	14	3,097 99	.....	3,097 99	69 09	.....	Do.
16004	Jacksonville, Tampa and Key West Junction (n. o.) and New Smyrna.	Blue Springs, Orange City and Atlantic Rwy.	28.09	0	.....	.....	.....	.....	.....	Pay not fixed.
16005	Pensacola and Millview.	Pensacola and Perdido R. R.	10.35	7	438 18	.....	438 18	42 75	.....	.....
16006	Jacksonville and Lake City.	Florida Railway and Navigation Company.	66.32	7	4,125 88	.....	4,125 88	68 40	.....	All land grant.
16007	Sanford and Tampa.	South Florida R. R.	116.39	7.01	9,951 34	.....	9,951 34	85 50	.....	.....
16008	Astor and Lecoborough.	Saint John's and Lake Eustatia Rwy.	56.75	6	2,814 23	.....	2,814 23	49 59	.....	.....

16008	Hart's Road and Jacksonville.....	23.27	13	994 70	994 79	42 75	
16010	Sanford and Oviedo.....	17.63	6	473 68	753 68	42 75	
16011	{Waldo and Wildwood.....}	74.50	0	6,357 18	6,357 18		Land grant.
16012	{Palatka and Tavares.....}	21.95	0	9,596 00	9,596 00		Not land grant.
16013	{Tallahassee and Saint Marks.....}	21.89	3	655 16	655 16	29 93	
16014	Rochelle and Fort Mason.....	88.31	6	7,379 50	7,379 50	85 50	
16015	Pensacola and River Junction.....	161.52	7	11,380 69	11,380 69	70 46	
16016	Jacksonville and Saint Augustine.....	26.80	14	2,234 12	2,234 12	69 71	All land grant.
16017	Micanopy Junction (n. o.) and Micanopy.....	4.11	6	175 70	175 70	42 75	
16018	Jacksonville and Sanford.....	56.21	19	20,062 30	20,062 30	141 93	
16019	Wildwood and Massena.....	19.53	6	537 74	537 74	34 29	
16020	De Land Landing (n. o.) and De Land.....	5.30	0	236 57	236 57	42 75	Do.
16021	Walden and Bartow.....	17.33	6	749 40	749 40	42 75	
16022	Tavares and Orlando.....	32.95	0	2,245 77	2,245 77	67 55	
16023	Leesburgh and Brookville.....	46 69	0	2,957 34	2,957 34	72 68	
16024	Pomerton and Bartow.....	57.82	6	3,450 52	3,450 52	59 85	
16025	Enterprise Junction (n. o.) and Titusville.....	40.42	6	2,730 37	2,730 37	67 53	
16026	Bartow and Trane.....	75.30	6	3,862 88	3,862 88	51 39	
16027	Saint Augustine and Palatka.....	24.71	6	543 68	543 68	20 52	
16028	Sanford and Tavares.....	29 65	6	861 92	861 92	29 07	
16029	Monroe (n. o.) and Oakland.....	52 10	6	1,562 49	1,562 49	39 33	
16030	Jacksonville and Pablo Beach.....	17.48	6	656 50	656 50	21 79	
16031	Palatka and Daytona.....	54.15	6	1,132 30	1,132 30	39 33	Pay not fixed.
		1,700.21		112,640 53	112,640 53		Do.
ALABAMA.							
17001	Montgomery, Ala., and West Point, Ga.....	86.21	14	16,437 65	20,748 16	190 67	50 00
17002	Montgomery and Selma.....	51.23	7	4,380 16	4,380 16	85 50	
17003	Montgomery and Euftaula.....	80.49	6	6,400 55	6,400 55	79 52	
17004	Montgomery and Decatur.....	138.28	14	20,184 62	20,184 62	110 13	
17005	Memphis, Tenn., and Chattanooga, Tenn.....	319.40	7.75	36,635 36	36,635 36	130 82	All land grant.
							Pay between Stone-
							nooga, Ala., and Chat-
							tauga, Tenn., 88 miles.
							at \$1,000 per annum.
17006	Selma and Akron Junction.....	67.76	7	3,630 23	3,650 23	53 87	
17007	Opelika and Columbus.....	29.53	13	2,297 72	2,297 72	77 81	All land grant.
17008	Columbus, Ga., and Troy, Ala.....	85.79	13	5,058 30	5,058 30	59 00	

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
17009	Alabama—continued. Selma, Ala. and Meridian, Miss.	East Tennessee, Virginia and Georgia Rwy.	114.34	7	8,204 71	8,204 71	8,204 71			
17010	Selma (n. o.), Ala. and Cleveland, Tenn.	do	156	12	24,779 61		24,779 61	84 82		Land grant. Not land grant.
17011	Mobile and Florence.	Louisville and Nashville R. R.	61.14	14	28,667 75	9,028 50	37,696 25	182 97	50 00	Not land grant.
17012	Montgomery and Montgomery.	do	119.43	14	25,515 38	7,071 50	32,586 88	146 37	50 00	Land grant.
17013	Mobile, Ala. and New Orleans, La.	do	141.43	14	948 62			42 75		
17014	Opika and Buffalo.	East Alabama Rwy.	22.19	6						
17015	Wauhatchie and Wauhatchie, Tenn.	Alabama Great Southern R. R.	5.85	14	31,276 46		31,276 46	151 67		Not land grant.
17016	Opika and Goodwater.	Columbus and Western Rwy.	60.15	6	2,674 26		2,674 26	44 46		Land grant.
17017	Selma and Piquette Station (n. o.).	Louisville and Nashville R. R.	47.80	6	2,206 92		2,206 92	46 17		Pay not fixed.
17018	Doonote and Wheeling Station (n. o.).	Woodward Iron Co.	4.80	6						
17019	Chehaw (n. o.) and Tuskegee.	Tuskegee R. R.		5	256 50		256 50	42 75		
17020	Atlanta and Gadsden.	Tennessee and Coosa R. R.	5.90	6	252 22		252 22	42 75		
17021	Atlanta and Clayton.	Evans and Clayton R. R.	21.53	6	929 40		929 40	42 75		
17022	Selma and Martha's Station.	New Orleans and Selma R. R.	21	3	628 53		628 53	29 93		
17023	Birmingham and Pratt Mines.	Pratt Coal and Iron Co.	6.74	12	288 13		288 13	42 75		
17024	Emore and Wetumpka.	South and North Alabama R. R.	6.02	7	265 83		265 83	42 75		
17025	Tusculum and Florence.	Memphis and Charleston R. R.	6.29	7	268 89		268 89	42 75		
17026	Montgomery and Rippon.	Louisville and Nashville R. R.	29.87	3	536 46		536 46	17 66		
17027	Montgomery and Arden.	Montgomery Southern Rwy.	33.50	6	801 99		801 99	23 94		
17028	Wood-ock and Blockton.	Cabala Coal Mining Co.	8.07	12	291 99		291 99			
17029	Anniston and Sylacauga.	Anniston and Atlantic R. R.	53.35	6	1,945 98		1,945 98	42 75		Pay not fixed on 7.84 miles.
17030	Talladega and Kenfroe.	Talladega and Coosa Valley R. R.	8.16	6	348 84		348 84	42 75		
17031	Shelby Iron Works and Junction Station (n. o.).	Shelby Iron Co.	6	6	138 54		138 54	23 09		
			2,240.09		226,290 62	20,410 50	246,701 12			
18001	New Orleans, La., and Cairo, Ill.	Illinois Central R. R.	550.89	14	88,535 59	16,524 00	105,059 59	169 74	36 00	
18002	Memphis, Tenn., and Grenada, Miss.	Mississippi and Tennessee R. R.	102.34	7	7,903 67		7,903 67	77 81		

18003	Vicksburg and Jackson, Miss., and Meridian, Miss.	45.48	7	13,105 70	13,105 70	107 73	Not land grant. Land grant. All land grant. Pay not fixed on 38.86 miles. Pay not fixed.
18004	Jackson and Meridian, Miss., and Cairo, Ill.	95.21	7	39,343 91	39,343 91	86 19	
18005	Columbus, Miss., and Coalburgh, Ala.	493 80	6	3,248 57	3,248 57	79 34	
18006	Glendale (n. o.) and Jonestown, Ala.	18.78	6	.....	.....	42 75
18007	Muldrow and Aberdeen, Miss.	9.50	7	429 37	429 37	41 46	
18008	Middletown, Tenn., and Cotton Plant, Miss.	36.33	7	1,896 01	1,896 01	52 16	
18009	Durant and Aberdeen, Miss.	108.30	7.32	5,648 92	5,648 92	52 10	
18010	Satchel and Jackson and Columbus R. R.	99.45	7	10,033 51	10,033 51	100 89	
18011	Greenville and Stonyville, Tenn.	7.67	6	327 89	327 89	42 75	
18012	Stonyville and Johnsonville, Tenn.	30.54	3	614 76	614 76	29 03	
18013	Artesia and Columbus, Miss.	12.53	7	729 04	729 04	51 37	
18014	Artesia and Starkville, Miss.	11.60	7	535 57	535 57	40 17	
18015	Meridian, Miss., and New Orleans, La.	100.24	6	13,501 58	13,501 58	60 35	
18016	Vacant.	.....	.....	.....	.....	.....
18017	Jackson and Greenwood, Miss.	98.83	6	4,974 19	4,974 19	42 75	
18018	Memphis, Tenn., and New Orleans, La.	435.00	7	41,291 02	41,291 02	90 03	
18019	LeFlore, Miss., and Arkansas City, Ark.	24.16	7	1,611 23	1,611 23	60 69	
18020	Memphis, Tenn., and Tupelo, Miss.	191.09	6	2,000 39	2,000 39	43 61	
18021	Wilburds Junction (n. o.) and Glen Allan, Tenn.	24.01	6	.....	.....	.....
18022	Durant and Tebala, Miss.	27.41	6	1,429 70	1,429 70	52 16	
18023	Vacant.	2,671.35	.....	254,303 92	254,303 92	.....
TENNESSEE.							
19001	Nashville and Lebanon, Tenn., and Chattanooga, Tenn.	31.52	12	1,886 47	1,886 47	59 85	Pay not fixed on 59.12 miles. Pay not fixed.
19002	Dayton and Chattanooga, Tenn.	242.17	15.18	43,340 33	43,340 33	187 25	
19003	Rezeville and Bell's Gap, Tenn., and Chattanooga, Tenn.	16.42	6	701 95	701 95	42 75	
19004	Nashville and Chattanooga, Tenn.	131	29	25,176 23	25,176 23	106 73	
19005	Forestville and Decatur, Tenn.	40.41	6	1,727 52	1,727 52	49 75	
19006	Nashville, Tenn., and Decatur, Ala.	122.72	14	18,047 19	18,047 19	147 09	
19007	Nashville, Tenn., and Hickman, Ky.	170.31	17.01	17,890 46	17,890 46	163 17	
19008	Knoxville and Jolico, Tenn.	65.68	7	5,106 67	5,106 67	77 81	
19009	Morrisstown, Tenn., and Hot Springs, S. C.	49.59	7	3,838 59	3,838 59	77 81	

C. — Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
TENNESSEE—continued.										
19010	Tracy City and Cowan.....	Nashville, Chattanooga and Saint Louis Rwy.	20.25	7	605 08	.....	865 68	42 75	.....
19011	Colt-wab, Tenn., and Cohutta, Ga....	East Tennessee, Virginia and Georgia Rwy.	11.85	6	820 73	.....	820 73	69 26	.....
19012	Lunnon, Tenn., and Bridgeport, Ala..	Nashville, Chattanooga and Saint Louis Rwy.	24.84	6	1,051 90	.....	1,061 90	42 75	.....
19013	Tullahoma and Sparta.....	do	62.07	6	3,078 03	.....	3,078 03	49 89	.....
19014	Knoxville and Maryville.....	Knoxville and Augusta R. R.	17.78	6	700 09	.....	760 09	42 75	.....
19015	Columbia and Fayetteville.....	Nashville, Chattanooga and Saint Louis Rwy.	48.87	6	2,089 19	.....	2,089 19	42 75	.....
19016	Pickens and Etwa.....	Saint Louis Rwy.	44.28	6	1,401 01	.....	1,401 01	31 54	.....
19017	Columbia and Saint Joseph.....	Nashville and Florence R. R.	56.74	6	2,425 63	.....	2,425 63	42 75	.....
19018	Johnson City, Tenn., and Cranberry, N. C.	East Tennessee and Western North Carolina R. R.	33.89	6	1,444 95	.....	1,444 95	42 75	.....
19019	Moscow and Somerville.....	Memphis and Charleston R. R.	13.49	6	576 09	.....	576 09	42 75	.....
19020	Wartrace and Shelbyville.....	Nashville, Chattanooga and Saint Louis Rwy.	8.30	15	365 98	.....	365 98	46 17	.....
19021	Spring City and Balla.....	Tennessee Central R. R.	8.19	6	350 13	.....	350 13	42 75	.....
19022	Hannont and Oliver Springs.....	Walden's Ridge R. R.	18.06	6	712 08	.....	772 08	42 75	.....
19023	Lytle and Warner.....	Warner Iron Company.....	1.50	6	64 12	.....	64 12	42 75	.....
19024	Claykville, Tenn., and Newstead, Ky.	Indiana, Alabama and Texas R. R.	29.70	6	838 13	.....	838 13	28 22	.....
			1,289 85		126,675 73	12,108 50	138,784 23			
KENTUCKY.										
20001	Elkton and Guthrie.....	Louisville and Nashville R. R.	11.95	6.54	510 86	.....	510 86	42 75	.....
20002	Covington and Lexington.....	Kentucky Central R. R.	58.86	18	13,270 89	.....	13,270 96	184 24	.....
20003	La Grange and Lexington.....	Louisville and Nashville R. R.	67.44	19	6,458 05	.....	6,458 05	95 76	.....
20004	Cincinnati, Ohio, and Louisville, Ky.	do	110.10	25.31	35,866 18	6,540 00	42,406 18	325 75	60 00	R. P. O. cars on 100 miles only.
20005	Louisville, Ky., and Nashville, Tenn.	do	185.00	23.3	55,294 00	11,100 00	66,394 00	298 40	60 00	
20006	Bardscwa Junction and Bardstown.....	do	17.03	6	766 50	.....	766 50	42 75	.....
20007	Lebanon Junction, Ky., and Jalicco, Tenn.	do	170.97	14	16,811 48	.....	16,811 48	98 33	.....

Station	20015	14	52,424 78	7,894 50	60,319 23	199 22	30 00
Bowling Green, Ky., and Memphis, Tenn.	20015	14	52,424 78	7,894 50	60,319 23	199 22	30 00
Chesapeake, Ohio and South-western R. R.	389 40	9.9	32,296 83	82 94	32,296 83	82 94	
do	6.37	13	272 81	43 75	272 81	43 75	
Elizabethtown and Cecilia	11.00	6	583 11	53 01	583 11	53 01	
Glasgow Junction and Glasgow	18.48	12	1,027 11	56 58	1,027 11	56 58	
Anchorage and Shelbyville	34.31	7.65	1,466 75	42 75	1,466 75	42 75	
Willard and Greenup	85.90	9.95	5,288 00	61 56	5,288 00	61 56	
Owensborough and Adairville R. R.	50.17	12	3,774 79	75 24	3,774 79	75 24	
Mayville and Paris	140.20	13	13,785 86	98 33	13,785 86	98 33	
Lexington, Ky., and Huntington, W. Va.	4.50	17	1,835 10	206 00	1,835 10	206 00	
Cincinnati and Nashville R. R.	36.62	6	1,565 50	42 75	1,565 50	42 75	
Kentucky Central R. R.	10.90	9.81	722 47	42 75	1,722 47	42 75	
Cincinnati and Southeastern R. R.	338.20	16.84	56,675 85	167 68	65,130 55	167 68	25 00
Cincinnati, New Orleans and Texas Pacific Rwy.	5.44	18	251 16	46 17	251 16	46 17	
Southwestern R. R.	18.75	6	801 56	42 75	801 56	42 75	
Coal Road Construction Co.	11.00	6	470 25	42 75	470 25	42 75	
Louisville and Nashville R. R.	31.80	6	1,468 20	46 17	1,468 20	46 17	
Lebanon and Greensburg	150.91	12.15	20,660 34	131 67	20,660 34	131 67	
Evansville, Ind., and Nashville, Tenn.	27.75	12	1,186 31	42 75	1,186 31	42 75	
Shelbyville and Bloomfield	50.36	9.73	2,368 43	47 03	2,368 43	47 03	
Ashland and Richardson	11.42	6	488 20	42 75	488 20	42 75	
King's Mountain Station and Yeamansville	7.58	21	337 00	44 46	337 00	44 46	
Midway and Versailles	34.31	6	1,701 43	40 59	1,701 43	40 59	
Richmond Junction (n. o.) and Richmond	16.70	6	713 92	42 75	713 92	42 75	
Kentucky Central R. R.	40.84	12.42	2,688 00	65 84	2,688 00	65 84	
Madisonville and Providence	14.75	6	630 56	42 75	630 56	42 75	
Paris and Richmond	64.84	6	1,946 40	42 75	1,946 40	42 75	
Dodge and Clay City	2,549.90		370,078 30		370,078 30		
Henderson and Marion							
Ohio Valley Rwy.							
Ohio							
Central Ohio R. R.	105.47	30.54	4,218 80	194 94	27,516 14	194 94	40 00
Pennsylvania Company	33		23,410 00	82 84	193,544 51	82 84	
Pittsburgh, Pa., and Chicago, Ill.	468.20	30	16,130 23	363 88	16,130 23	363 88	50 00
Pittsburgh, Pa., and Bellaire, Ohio	94.80	21.05	11,417 49	170 15	11,417 49	170 15	
Hudson and Columbus	145.15	15.07	11,417 49	78 66	11,417 49	78 66	
Cleveland, Akron and Columbus Rwy.	84.37	24.07	12,984 54	153 90	12,984 54	153 90	
New York, Lake Erie and Western R. R.	101.20	19.9	20,987 91	206 91	20,987 91	206 91	
Pennsylvania Company							

Pay not fixed on 19.91 miles.

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
2007	Ohio and Millbury	Ohio—continued.	74.30	27.28	31,459 25	10,486 00	41,945 25	559 99	140 00	
2008	Bayard and New Philadelphia	Lake Shore and Michigan Southern Rwy.	33.41	6	2,078 45	.....	2,078 45	64 13	.....
2009	Cleveland and Sherodsville	Praxsiviana Company	105.21	13.08	6,015 97	.....	6,015 97	55 58	.....
2010	Cincinnati and Chicago	Cleveland and Canton R. R.	28	17.65	13,515 10	3,551 00	23,066 70	97 84	49 00	
2011	Allegheny and Newark	Baltimore and Ohio R. R.	88.75	19	1,005 89	.....	1,005 89	190 67	45 76	
2012	Neola and Dayton	Pittsburgh, Cincinnati and Salt Louis Rwy.	16.77	19	1,005 89	.....	1,005 89	190 67	45 76	
2013	Springfield and Sandusky	Indianapolis, Bloomington and Western Rwy.	131.35	13.17	11,507 96	.....	11,507 96	88 07	.....
2014	Columbus and Delaware	Western Rwy.	25.51	20	3,293 59	.....	3,293 59	129 11	.....
2015	Columbus and Cincinnati	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	120.05	26.18	40,123 91	12,905 00	52,138 91	231 31	109 00	
2016	Columbus, Ohio, and Indianapolis, Ind.	Pittsburgh, Cincinnati and Salt Louis Rwy.	182.55	20.07	107,859 60	32,966 25	140,840 85	572 00	175 00	
2017	Canton, Ohio, and Indianapolis, Ind.	Chicago, Saint Louis and Pittsburg R. R.	204.07	21.31	36,816 25	5,101 75	41,918 01	180 41	35 00	
2018	Blanchester and Hillsborough	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	21	12	1,274 91	.....	1,274 91	60 71	.....
2019	Topsham and Hamden Junction	Indianapolis, Bloomington and Western Rwy.	56	12	2,908 56	.....	2,908 56	53 01	.....
2020	Toledo, Ohio, and La Fayette, Ind.	Wabash, Saint Louis and Toledo Rwy.	117.40	14.14	112,515 32	26,831 80	139,367 12	297 69	50 00	
2021	La Fayette, Ind., and Decatur, Ill.	Wabash, Saint Louis and Toledo Rwy.	151.57	9.66	25,011 20	.....	25,011 20	65 84	.....
2022	Sandusky, Ohio, and Bloomington, Ill.	Lake Erie and Western Rwy.	370.68	6	684 00	.....	684 00	42 75	.....
2023	Carry and Findlay	Indiana, Bloomington and Western Rwy.	16	6	684 00	.....	684 00	42 75	.....
2024	Dayton, Ohio, and Union City, Ind.	Dayton and Union R. R.	47.20	12	2,630 04	.....	2,630 04	55 58	.....
2025	Dayton and Toledo	Dayton and Michigan R. R.	142.38	19.55	22,521 66	.....	22,521 66	158 18	.....
2026	Hamilton, Ohio, and Indianapolis, Ind.	Cincinnati, Hamilton and Indianapolis R. R.	99.53	15.5	8,169 19	.....	8,169 19	81 23	.....
2027	Hamilton, Ohio, and Richmond, Ind.	Cincinnati, Richmond and Chicago R. R.	45.09	19	5,008 41	.....	5,008 41	111 15	.....
2028	Cincinnati and Dayton	Cincinnati, Hamilton and Dayton R. R.	59.88	37.28	10,509 66	.....	10,509 66	176 00	.....

No.	Name	19.99	21	905.94	905.94	45.32
21027	Xenia and Springfield	19.99	21	905.94	905.94	45.32
21028	Cincinnati, Ohio, and Parkersburg, W. Va.	105.15	30	74,082.84	80,694.84	379.62
21029	Morrow and Dresden	148.73	12	11,190.44	11,190.44	75.24
21030	Dayton, Ohio, and Richmond, Ind.	42.13	12.5	3,602.11	3,602.11	85.50
21031	Harrison, Ohio, and Hagerstown, Ind.	63.08	8.4	3,505.98	3,505.98	55.58
21032	Columbus, Ohio, and Pittsburg, Pa.	191.85	33.50	148,940.83	201,699.58	776.34
21033	Columbus, Ohio, and Indianapolis, Ind.	185.66	19.50	17,778.80	17,778.80	95.76
21034	Salamanca, N. Y., and Dayton, Ohio.	380.21	20.9	49,916.18	49,916.18	128.25
21035	Youngstown, Ohio, and Mahoning-town, Pa.	18.40	9	786.60	786.60	42.75
21036	Columbus and Athens	77.44	18	7,018.38	7,018.38	90.63
21037	Niles and New Lisbon	34.85	12	1,758.18	1,758.18	50.45
21038	Newark and Shawneetown	43.67	12	2,314.94	2,314.94	53.01
21039	Delphos and Dayton	93.35	6	5,906.25	5,906.25	63.27
21040	Marietta and Zour Station	105.72	9.54	7,683.72	7,683.72	72.68
21041	Lorain and Bridgeport	156.41	9.84	12,325.58	12,325.88	77.81
21042	Cleveland and Galton	80.00	27.63	64,623.32	78,853.32	264.20
21043	Galton and Cincinnati	164.60	12	5,685.80	5,685.80	59.00
21044	Mansfield and Toledo	86.20	7.01	2,633.60	2,633.60	44.40
21045	Ashtabula and Youngstown	60.36	6	2,633.60	2,633.60	44.40
21046	Toledo, Ohio, and Elkhart, Ind.	133.80	23.84	58,910.15	84,338.15	440.33
21046	Painesville and Warren	45.77	6	2,074.29	2,074.29	45.32
21047	Chicago, Ohio, and Chicago, Ill.	271	20	45,877.59	56,717.59	169.59
21048	Morgan Junction and Cumberland	17.70	9.53	756.67	756.67	42.75
21049	Marietta, Ohio, and Parkersburg, W. Va.	15.08	17.50	1,121.80	1,121.80	74.39
21050	Deshler and McComb	10.28	6	439.47	439.47	42.75
21051	Columbus and Coal Grove	132	13	16,365.36	16,365.36	123.96
21052	Cincinnati and Portsmouth	198	7.02	6,533.16	6,533.16	63.27
21053	Columbus and Toledo	124.57	18	9,479.78	9,579.78	76.10
21054	Dayton and Ironton	169.19	6	7,232.87	7,232.87	42.75
21055	Toledo and Thurston	147.87	6.73	8,091.44	8,091.44	54.72
21056	Saint Clairsville and Steel	7.28	12	311.22	311.22	42.75
21057	Vacant					

C.—Railroad service as in operation on the 30th of June, 1887.—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
21058	Wellton and Springfield.	Ohio Southern R. R.	118.89	7.25	5,591.39	47.03	5,591.39	47.03		
21059	Union with Cincinnati, Hamilton and Dayton R. R. (n. o.) and Mount Healthy.	Cincinnati North-western Rwy	7.08	12	302.67	42.75	302.67	42.75		
21060	Columbia and Georgetown.	Cincinnati, Georgetown and Portsmouth R. R.	42.17	12	2,848.58	67.55	2,848.58	67.55		
21061	Toledo and Delphos.	Toledo, Saint Louis and Kansas City R. R.	74.10	6	4,688.31	63.27	4,688.31	63.27		
21062	Andover and Youngstown.	Lake Shore and Michigan Southern Rwy.	38.84	12	2,656.65	68.40	2,656.65	68.40		
21063	Bellaire and Zanesville.	Bellaire, Zanesville and Cincinnati Rwy.	112.57	8.29	6,101.67	45.32	6,101.67	45.32		
21064	Dayton and Dods.	Cincinnati, Lebanon and Northern Rwy.	24.15	6	1,527.97	63.27	1,527.97	63.27		
21065	Delphos, Ohio, and Kokomo, Ind.	Toledo, Saint Louis and Kansas City R. R.	108.02	6	4,987.28	46.17	4,987.28	46.17		
21066	Hillsborough and Sardinia.	Ohio and North-western R. R.	19.50	6	887.81	45.82	887.81	45.82		
21067	Alliance and Pleasant Station (n. o.)	Lake Erie, Alliance and Southern Rwy.	20.10	12	1,115.77	42.75	1,115.77	42.75		
21068	Columbus and Corning.	Toledo and Ohio Central Rwy.	66.05	12	4,291.92	64.98	4,291.92	64.98		
21069	Thurston and Redfield.	Columbus and Eastern R. R.	33.76	6	1,443.23	42.75	1,443.23	42.75		
21070	Tontogany and Bowling Green.	Bowling Green R. R.	5.94	18	253.93	42.75	253.93	42.75		
21071	Valley Junction and Harrison.	Cincinnati, Indianapolis, Saint Louis and Chicago Rwy.	7.40	12	618.81	70.11	618.81	70.11		
21072	Edison and Mount Gillead.	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	2.40	18	102.60	42.75	102.60	42.75		
21073	Cleveland and Zoar Station.	Valley Rwy.	76.12	10.92	5,532.40	72.08	5,532.40	72.08		
21074	Logan and Pomeroy.	Columbus, Hocking Valley and Toledo Rwy.	83.71	12	6,799.76	81.23	6,799.76	81.23		
21075	Cecil and West Alexandria.	Cincinnati, Jackson and Mackinaw R. R.	110.74	6	4,175.37	42.75	4,175.37	42.75		Pay not fixed on 13.07 miles.
21076	Akron, Ohio, and Mahoningtown, Pa.	Pittsburgh and Western R. R. Co., lease of Pittsburgh, Cleveland and Toledo R. R.	78.10	6	4,607.90	59.00	4,607.90	59.00		
21077	Nelsonville and New Straitsville.	Columbus, Hocking Valley and Toledo Rwy.	19.94	12	852.43	42.75	852.43	42.75		

21078	Cincinnati and Dodds.....	Cincinnati, Lebanon and Northern Rwy.	36.20	10.92	2,631 01	73 88
21079	Solon and Chagrin Falls	Chagrin Falls and Southern R. R.	5.57	18	247 64	44 46
21080	Toledo and Bowerston.....	Wheeling and Lake Erie R. R.	195.08	6.84	10,550 34	60 71
21081	Delphos and Carey.....	Cleveland and Western R. R.	16.60	6	2,419 65	42 75
21082	Saint Mary's and Minster	Lake Erie and Western Rwy.	10.06	6	400 06	42 75
21083	Means and Cadiz	Pittsburgh, Cincinnati and Saint Louis Rwy.	8.11	15	395 28	48 74
21084	Logan and New Straitsville	Columbus, Hocking Valley and Toledo Rwy.	13.39	12	664 01	49 59
21085	Vacant.....	.....	.....	.....	.....	.....
21086	Alliance and Niles.....	Alliance, Niles and Ashtabula R. R.	27.93	6	1,104 00	42 75
21087	Huron and Norwalk.....	Wheeling and Lake Erie R. R.	13.67	12	584 39	42 75
21088	Corving and Cincinnati, Hocking Valley and Toledo Junction (n. o.)	Ohio Central R. R.	56.87	12	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	69 29
21090	Marion, Ohio, and Chicago Junction (n. o.), Ind.	Chicago and Atlantic R. R.	249.95	6	13,892 22	55 38
21091	Toledo and Findlay	Toledo, Columbus and Southern Rwy.	44.02	6	1,881 86	42 75
21092	Canton and Coshocton	Cleveland and Canton R. R.	54.73	6	2,714 06	49 59
21093	New Galilee, Pa., and Rogers, Ohio	Pittsburgh, Marion and Chicago Rwy.	14.11	6	603 20	42 75
21094	Columbus and Midland City	Columbus and Cincinnati Midland R. R.	72.73	12	4,166 70	57 29
21095	Buffalo, N. Y., and Cleveland, Ohio. Cleveland and Elyra.....	Lake Shore and Michigan Southern Rwy.	182.20	37.41	42,164 40	855 86
	Milbury.....	.....	25.50			330 00
	Toledo, Ohio, and Toledo .....	.....	79.30			855 86
	Elkhart, Ind., and Chicago, Ill .....	.....	8.00			215 00
	.....	.....	142.70			855 86
	.....	.....	101.30			255 00
	.....	.....	24.60			140 00
	.....	.....	7.33			855 59
	.....	.....	4.35			330 00
21096	.....	.....	.....	6	1,308 63	42 75
21097	.....	.....	.....	6	185 96	35 04
21098	.....	.....	.....	6	171 00	42 75
21099	.....	.....	.....	6	343 81	30 78
21100	.....	.....	.....	6	1,081 50	50 00
			9,582.70	1,879,624.24	380,288.95	2,250,913.19

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mails.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for railway post-office cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for office cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
INDIANA.										
22001	Indianapolis and Vincennes	Pennsylvania Company	118.21	9.04	8,489.84	71.82	8,489.84	71.82		
22002	Indianapolis and Terre Haute	Terre Haute and Indianapolis R. R.	74.39	26	41,215.63	13,018.23	54,233.28	534.04	175.00	
22003	Indianapolis, Ind., and Cincinnati, Ohio.	Cincinnati, Indianapolis Saint Louis and Chicago R. R.	111.40	53.05	34,669.91	10,026.00	44,695.91	311.22	90.00	
22004	Indianapolis and Michigan City	Lake Erie and Western R. R.	161.62	16.51	17,128.39	.....	13,128.39	81.23	.....
22005	Indianapolis and La Fayette	Cincinnati, Indianapolis Saint Louis and Chicago R. R.	61.79	21.68	27,435.48	5,891.10	28,266.58	316.28	90.00	
22006	Columbus and Madison	Pennsylvania Company	45.75	12	3,520.46	.....	3,520.46	76.95	.....
22007	New Albany and Indianapolis	do	114.04	20.03	17,018.83	.....	17,018.83	154.76	.....
22008	Louisville Junction (n. o.) and Michigan City	Chicago, New Albany and Chicago, R. R.	294.63	11.15	24,063.25	.....	24,063.25	84.79	.....
22009	Richmond, Ind., and Chicago, Ill.	Chicago, Saint Louis and Pittsburgh, R. R.	235.16	14.09	21,176.29	.....	21,176.29	94.05	.....
22010	Cincinnati, Ohio, and East Saint Louis, Ill.	Ohio and Mississippi Rwy. Co.	338.29	20.4	106,702.10	23,674.00	130,376.10	315.80	70.00	
22011	Cambridge City and Columbus	Pennsylvania Company	63.58	6	2,635.48	.....	2,635.48	46.17	.....
22012	Evansville and Terre Haute	Evansville and Terre Haute R. R.	109.71	17.03	14,727.47	.....	14,727.47	134.24	.....
22013	Terre Haute and South Bend	Terre Haute and Indianapolis R. R.	146.49	6	10,842.52	.....	10,842.52	58.14	.....
22014	State Line (n. o.) and Logansport	Pittsburgh, Cincinnati and Saint Louis Rwy.	61.19	12	6,644.62	.....	6,644.62	108.59	.....
22015	North Vernon and Eushville	Cincinnati, Indianapolis, Saint Louis and Chicago R. R.	45.50	6	1,945.12	.....	1,945.12	42.75	.....
22016	Fairland and Martinsville	Fairland, Franklin and Martinsville R. R.	38.35	6	1,639.40	.....	1,639.40	42.75	.....
22017	Bradford, Ohio, and Logansport, Ind.	Pittsburgh, Cincinnati and Saint Louis Rwy.	114.29	6	7,426.56	.....	7,426.56	64.98	.....
22018	Indianapolis, Ind., and Peoria, Ill.	Indiana, Bloomington and Western Rwy.	213.02	15.09	29,505.40	.....	29,505.40	138.51	.....
22019	Louisville, Ky., and North Vernon, Ind.	Ohio and Mississippi Rwy. Co.	54.86	27	8,021.08	.....	8,021.08	146.21	.....
22020	Fort Wayne and Connersville	Fort Wayne, Cincinnati and Louisville R. R.	109.84	7.35	6,275.54	.....	6,275.54	57.29	.....

Pay between Ham-
mond and Chicago,
20.70 miles, at \$32.35
per mile.

22021	Richmond and Fort Wayne.....	92.73	12	6,501 30	70 11	6,501 30
22022	Anderson, Ind., and Benton Harbor, Mich.	164.68	7.06	10,700 90	64 98	10,700 90
22023	Oakland City, Ind., and Mount Vernon, Ill.	88.50	13	4,619 28	52 16	4,619 28
22024	Terre Haute, Ind., and Danville, Ill.	56.48	19	6,229 74	110 30	6,229 74
22025	Indianapolis and Terre Haute.....	73.29	19.78	7,707 90	105 17	9,540 15
22026	Worthington and Evansville.....	57.70	6	4,757 72	42 75	4,767 72
22027	Detroit, Mich., and Logansport, Ind.	40.60	11.40	13,279 31	56 43	13,279 31
		204.36			64 98	
22028	Fair Oaks and Attica.....	56.34	6	2,408 53	42 75	2,408 53
22029	La Fayette, Ind., and Kankakee, Ill.	72.75	14.8	24,258 48	353 45	30,805 98
22030	Terre Haute and Worthington.....	40.98	6	1,821 97	44 46	1,821 97
22031	Attica and Yeddo.....	63.42	12	3,199 53	50 45	3,199 53
22032	Evansville and Jasper.....	55.13	18	3,676 62	66 69	3,676 62
22033	Frankfort and Kokomo.....	25.70	6	1,098 67	42 75	1,098 67
22034	Rockport and Rockport Junction (n. o.).....	16.20	18	775 65	47 88	775 65
22035	New Salisbury and Corydon.....	8.39	6	358 67	42 75	358 67
22036	Switz City and Bedford.....	41.47	6	1,772 84	42 75	1,772 84
22037	Anderson and Noblesville.....	19.96	6	853 29	42 75	853 29
22038	Indianapolis, Ind., and Chicago, Ill.	184.08	9.35	13,123 55	76 10	13,123 55
22039	Fort Branch and Mount Vernon.....	38.75	7.65	1,656 56	42 75	1,656 56
22040	Covington and Snoddy's Mills.....	9.49	6	405 69	42 75	405 69
22041	Stewartsville and New Harmony.....	7.34	12	313 78	42 75	313 78
22042	New Castle and Rushville.....	24.89	6	1,191 73	47 88	1,191 73
22043	Terre Haute, Ind., and East Saint Louis, Ill.	160.18	18.55	16,045 23	94 91	22,798 48
22044	Terre Haute, Ind., and East Saint Louis, Ill.	166.69	20	87,792 28	539 68	116,963 63

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
INDIANA—continued.										
22045	Lawrenceburgh Junction (n. o.) and Lawrenceburgh.	Cincinnati, Indianapolis, Saint Louis and Chicago R. R.	2.46	26	134 61	.....	134 61	54 72	.....
22046	Frankfort, Ind., and East Saint Louis Ill.	Toledo, Saint Louis and Kansas City R. R.	243.68	6	10,417 32	.....	10,417 32	42 75	.....
22047	Attica and Covington.....	James F. Joy, Thos. H. Hitchcock, Oasian D. Ashley and Edgar T. Welles purchasing committee of the bondholders of the Wabash, Saint Louis and Pacific Rwy. Co.	14.91	6	637 40	.....	637 40	42 75	.....
22048	Louisville, Ky., and Oakland City, Ind.	Louisville, Evansville and Saint Louis Rwy.	99.55	18.53	7,319 91	.....	7,319 91	73 53	.....
22049	Greenburgh and Columbus.....	Columbus, Hope and Greensburgh, R. R.	23.90	8.76	1,149 07	.....	1,149 07	43 75	.....
22050	Swits City and Merom Station (n. o.)	Springfield, Edincliam and Southeastern and Bloomfield Rwy.	31.12	6	1,330 38	.....	1,330 38	42 75	.....
			4,762.45		621,091 64	94,853 10	715,944 74			
ILLINOIS.										
23001	Chicago, Ill., and Milwaukee, Wis.	Chicago and Northwestern Rwy.	85.37	32	17,883 30	2,134 25	20,017 55	200 48	25 00	
23002	Chicago and Freeport.....	do	121.39	24.97	20,757 69	4,855 60	25,613 29	171 00	40 00	
23003	Chicago, Ill., and Union Pacific Transfer (n. o.), Iowa.	do	{ 273.82 216.32 }	{ 17.58 }	91,201 46	23,286 80	119,488 26	{ 167 58 209 48 }	{ 65 00 50 00 75 00 }	{ 273.82 miles land grant, Cedar Rapids to U. P. Transfer (n. o.), R. P. O. \$65 for 216.32 miles; \$50 for 252.42 miles; and \$75 for 21.40 miles.
23004	Elgin, Ill., and Lake Geneva, Wis.	do	44.18	6	1,924 50	.....	1,924 50	43 61	.....
23005	Rock Island and East Saint Louis..	Chicago, Burlington and Quincy R. R.	245.52	15.22	82,327 61	.....	82,327 61	131 67	.....

23006	Sidell and Olney	Danville, Olney and Ohio River R. R.	86.49	6	3,697.45	.....	3,697.45	43.75	.....	{ 265.00 240.00 200.00 }	{ R. P. O., \$265 per mile for 37 miles; \$240 for 126 miles; and \$200 for 43 miles.
23007	Chicago, Ill., and Burlington, Iowa.	Chicago, Burlington and Quincy R. R.	200.00	39.12	144,426.60	48,045.00	193,071.60	701.10	.....	.....	.....
23008	Rushville and Yates City	do	03.94	12.04	4,154.82	.....	4,154.82	64.98	.....	.....	.....
23009	Peoria and Rio	do	65.54	19.19	6,494.04	.....	6,494.04	{ 94.91 117.14 }	.....	.....	{ \$117.14 per mile on extension from Galeburgh to Rio, 12.31 miles, from March 29, 1887.
23010	Galesburgh and Quincy	do	191.09	14	23,336.62	6,570.85	29,907.47	230.85	65.00	.....	.....
23011	Burlington, Iowa, and Quincy, Ill.	do	72.61	6	3,663.18	.....	3,663.18	50.45	.....	.....	.....
23012	Streator and Aurora	do	60.68	12	5,759.13	.....	5,759.13	94.91	.....	.....	.....
23013	Mendota and Fulton	do	64.70	6	2,765.92	.....	2,765.92	42.75	.....	.....	.....
23014	Sterling and Shabbona	do	46.93	7.31	2,046.61	.....	2,046.61	-43.61	.....	.....	.....
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	47.03	12	4,825.27	.....	4,825.27	102.00	.....	.....	.....
23017	Chicago and East Saint Louis	Chicago and Alton R. R.	281.17	17.74	60,111.50	22,493.60	82,605.10	235.13	80.00	.....	.....
23018	Bloomington and Roodhouse	do	111.27	16.40	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.	365.53	18.49	61,006.95	20,469.05	81,476.00	166.00	.....	{ 140.00 50.00 25.00 }	{ All land grant, R. P. O., \$140 per mile for 56.87 miles; \$50 for 196.23 miles; and \$25 for 113.43 miles.
23021	Dubuque, Iowa, and Centralia, Ill.	do	345.14	12.65	42,253.94	4,884.15	47,093.09	122.44	.....	{ 56.00 25.00 }	{ All land grant, R. P. O., \$65 per mile for 69.56 miles; \$25 for 12.51 miles.
23022	Joliet, Ill., and Lake Station, Ind.	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	22,695.94	5,672.00	28,367.94	200.07	50.00	.....	.....
23024	Peoria, Ill., and Evansville, Ind.	Peoria, Decatur and Evansville Rwy.	249.81	6	13,884.44	.....	13,884.44	55.58	.....	.....	.....
23025	Hannibal, Mo., and Bluffs, Ill.	Wabash, Saint Louis and Pacific Rwy.	56.01	10	5,644.12	.....	5,644.12	112.86	.....	.....	.....
23026	Edinburgh, Ill., and Merom Station (u. o.), Ind.	Indiana and Illinois Southern R. R.	56.46	6	2,541.91	.....	2,541.91	42.75	.....	.....	.....
23027	State Line (u. o.) and Warsaw	Toledo, Peoria and Western R. R. (Philip Henry Brown, John Patton, and Robert C. Martin, trustees.)	223.87	10.94	27,004.37	.....	27,004.37	117.99	.....	.....	.....
23028	Mound's Junction and Mound City.	Mound City R. R.	2.94	6	125.08	.....	125.08	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	55.58	.....	.....	.....
23030	East Saint Louis and Eldorado	Saint Louis, Alton and Terre Haute R. R.	121.65	14.01	15,498.21	.....	15,498.21	127.40	.....	.....	.....

C.—Railroad service as in operation on the 30th of June, 1887.—Continued.

Number of route.	State and terminus.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.
ILLINOIS—continued.										
23031	Belleville and O'Fallon Depot.	Louisville and Nashville R. R.	<i>Miles.</i> 7.34	6	<i>Dollars.</i> 313.78	<i>Dollars.</i> 42.55	<i>Dollars.</i> 313.78	<i>Dollars.</i> 42.55		
23032	East, Saint Louis, Ill., and Evansville, Ind.	.....do.....	161.38	13	13,936.78	86.36	13,936.78	86.36		
23033	Beardstown and Shawneetown.	Ohio and Mississippi Rwy.	259.08	12	12,925.98	55.43	12,925.98	55.43		
23034	Springfield and Galena.	Illinois Central R. R.	112.72	9.59	6,369.78	56.43	6,369.78	56.43		
23035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and Saint Paul Rwy.	86.18	36.54	59,547.15	15,081.50	65,628.65	583.53	175.00	
23036	Aurora and Forreston.	Chicago and Iowa R. R.	81.57	12	13,390.53	2,039.25	15,429.78	164.16	25.00	
23037	Vincennes, Ind., and Saint Francisville, Ill.	Anthony J. Thomas and Charles Edward Tracy, receivers of the Wabash, Saint Louis and Pacific Rwy.	10.17	6	478.29	.....	478.29	47.03	.....
23038	Peoria and Jacksonville.	Wabash, Saint Louis and Pacific Rwy.	84.52	12	6,070.22	.....	6,070.22	71.82	.....
23039	Carbondale and Grand Tower.	Grand Tower and Carbondale R. R.	25.34	9	1,085.42	.....	1,085.42	42.75	.....
23040	Peoria and Rock Island.	Rock Island and Peoria Rwy.	91.60	12	7,284.03	.....	7,284.03	79.52	.....
23041	Quincy, Ill., and Hannibal, Mo.	Chicago, Burlington and Quincy R. R.	10.79	18	1,573.70	.....	1,573.70	79.32	.....
23042	Chicago and Danville.	Chicago and Eastern Illinois R. R.	124.06	16	14,213.55	.....	14,213.55	114.57	.....
23043	Streator and Fairbury.	Wabash, Saint Louis and Pacific Rwy.	31.98	6	1,564.01	.....	1,564.01	47.03	.....
23044	Danville and Sidel.	Chicago and Eastern Illinois R. R.	23.76	6	1,015.74	.....	1,015.74	42.75	.....
23045	Marion and Harrison Station (n. o.).	Saint Louis Southern R. R.	27.26	10.12	1,162.79	.....	1,162.79	42.75	.....
23046	Jacksonville and Centralia.	Jacksonville Southern and Western Rwy.	112.05	7.95	5,652.92	.....	5,652.92	50.45	.....
23047	Chester and Tamaroa.	Wabash, Chester and Western R. R.	41.76	10.53	2,927.79	.....	2,927.79	70.11	.....
23048	Terre Haute, Ind., and Peoria, Ill.	Illinois Midland Rwy.	177.96	6	7,012.10	.....	7,012.10	44.46	.....
23049	Springfield and Havana.	Wabash, Saint Louis and Pacific Rwy.	48.10	7.39	2,385.27	.....	2,385.27	49.59	.....

23050	Danville and Cairo	Anthony J. Thomas and Charles E. Tracy, receivers of the Cairo Division of the Wabash, Saint Louis and Pacific Rwy., Chicago, Santa Fé and California Rwy., Chicago and Northwestern Rwy., Mobile and Ohio R. R., Chicago, Milwaukee and Saint Paul Rwy., Henry R. Hammond, receiver of the Indiana, Decatur and Springfield Rwy., Chicago and Northwestern Rwy., Chicago and Iowa R. R., H. L. Shepherd, receiver of the Havana, Kanton and Eastern R. R., Rock Island and Mercer Counties R. R., Carrollton and Western, R. R., Indianapolis and Saint Louis Rwy., Illinois Central R. R., Wabash, Saint Louis and Pacific Rwy., Illinois Central R. R., Wabash, Saint Louis and Pacific Rwy., Wabash, Saint Louis and Pacific Rwy., Fulton County Narrow-Gauge Rwy., Central Iowa Rwy., Kankakee and Seneca R. R., Chicago, Burlington and Quincy R. R., Aurora and Turner Blawie and Bath Oregon, Ill., and Saint Paul, Minn., Varna and Lacon Maysville and Pitsfield La Harpe, Ill., and Burlington, Iowa	250.85	6	16, 319.83	16, 219.88	62 42
23051	Joliet and Pekin	115.79	6	5, 940.02	5, 940.02	51 30	
23052	Courtland and Sycamore	5.24	21	250.88	250.88	47 88	
23053	East Saint Louis and Cairo	153.60	8.14	10, 900.99	10, 900.99	70 97	
23054	Chicago and Lanark Junction (n. o.)	116.50	18	22, 312.08	25, 224.58	191 52	
23055	Decatur, Ill., and Indianapolis, Ind.	153.89	10.57	10, 262.92	10, 262.92	66 69	
23056	Geneva and Aurora	10.62	30	490.32	490.32	46 17	
23057	Rochelle and Rockford	27.76	6	1, 186.74	1, 186.74	42 75	
23058	West Lebanon, Ind., and Le Roy, Ill.	76.67	6	3, 277.64	3, 277.64	42 75	
23059	Rock Island and Cable	27.28	6	1, 166.22	1, 166.22	42 75	
23060	Barnett and Kampsville	51.97	8.61	2, 132.84	2, 132.84	41 04	
23061	Alton Junction (n. o.) and Chicago and Alton Junction (n. o.)	4.15	6	177.41	177.41	42 75	
23062	Kankakee and Bloomington	87.13	6.79	8, 724.80	3, 724.80	42 75	
23063	Shunway and Edingham	8.75	6	441.43	441.43	50 45	
23064	Kempston and Kankakee Junction (n. o.)	43.04	6	1, 839.96	1, 839.96	42 75	
23065	Stincy and Champaign	12.20	12	521.55	521.55	42 75	
23066	Chicago and Altamont	215.96	6	16, 806.18	16, 806.18	77 81	
23067	Havana and Gruborough	60.81	6.87	2, 911.58	2, 911.58	47 88	
23068	Peoria, Ill., and Okaloosa, Iowa	190.82	6	9, 126.46	9, 126.46	47 88	
23069	Kankakee and Seneca	43.51	6	1, 820.05	1, 820.05	42 75	
23070	Galva and Gladstone	75.17	18.56	4, 627.46	4, 627.46	61 59	
23071	Aurora and Turner	12.56	12.13	536.94	536.94	42 75	
23072	Blawie and Bath	45.37	6	2, 249.89	2, 249.89	42 75	
23073	Oregon, Ill., and Saint Paul, Minn.	333.38	6	2, 249.89	2, 249.89	42 75	
23074	Varna and Lacon	10.60	12	453.15	453.15	42 75	
23075	Maysville and Pitsfield	6.86	19	346.08	346.08	50 45	
23076	La Harpe, Ill., and Burlington, Iowa	20.11	12	859.70	859.70	42 75	

Pay not filed

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and termin.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
ILLINOIS—continued.										
23077	White Heath and Decatur.....	Anthony J. Thomas, receiver of the Havana Division of the Wabash, Saint Louis and Pacific Rwy.	20.03	6	1,361 80	.....	1,361 80	44 46	.....
23078	McLeansborough and Shawneetown.	Louisville and Nashville R. R.	41.22	6	1,762 15	.....	1,762 15	42 75	.....
23079	Fall Creek, Ill., and Louisiana, Mo.	Chicago, Burlington and Quincy R. R.	31.46	6	1,452 50	.....	1,452 50	46 17	.....
23080	Wellington and Cassia Park.....	Chicago and Eastern Illinois R. R.	12.80	6	551 04	.....	551 04	42 75	.....
23081	Clayton, Ill., and Kookuk, Iowa....	Wabash, Saint Louis and Pacific Rwy.	43.08	12	3,020 33	.....	3,020 33	70 11	.....
23082	Scraper, Ill., and North Judson, Ind.	Indiana, Illinois and Iowa R. R.	110.59	6	6,708 45	.....	6,708 45	60 71	.....
23083	Bates and Gratton.....	Wabash, Saint Louis and Pacific Rwy.	71.93	6	3,505 86	.....	3,505 86	48 74	.....
23084	Sterling and Earstow.....	Chicago, Burlington and Quincy R. R.	40.53	6	1,801 96	.....	1,801 96	44 46	.....
23085	Morpheystown and Pinchneyville.	Saint Louis Southern 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	Caledonia and Spring Valley.....	Chicago and Northwestern Rwy.	85.74	6	3,665 38	.....	3,665 38	42 75	.....
23088	East Saint Louis and Belleville....	Illinois and Saint Louis R. R. and Coal Co.	15	6	641 25	.....	641 25	42 75	.....	Pay not fixed.
23089	Chicago, Ill., and Ragley Junction (n. o.), Wis.	Wisconsin and Minnesota R. R. Co., lessee Chicago, Wisconsin and Minnesota R. R.	116.40	6	.....	.....	.....	.....	.....	Do.
23090	Savannah and Fulton.....	Chicago, Burlington and Northern R. R.	18.59	6	.....	.....	.....	.....	.....	Do.
23091	Galwood (n. o.) and Dunning.....	Chicago, Milwaukee and Saint Paul Rwy.	2.80	6	.....	.....	.....	.....	.....	Do.
23092	Galena and Galena Junction (n. o.)...	Chicago, Burlington and Northern R. R.	3.79	6	.....	.....	.....	.....	.....	Do.
					981,403 38	176,884 35	1,158,287 73			
					8,454.32					

Station	64.90	10,709.79	10,709.79	10,709.79	165.02	Notes
24001 Toledo, Ohio, and Detroit, Mich.	64.90	10,709.79	10,709.79	10,709.79	165.02	
24002 Monroe and Adrian	34.90	2,476.85	2,476.85	2,476.85	70.97	
24003 Adrian and Jackson	47.41	4,418.61	4,418.61	4,418.61	90.30	
24004 White Pigeon and Grand Rapids	96.32	11,364.79	11,364.79	11,364.79	117.60	
24005 Jonesville and Lansing	61.94	3,214.08	3,214.08	3,214.08	52.67	
24006 Detroit, Mich., and Chicago, Ill.	285.10	84,341.13	84,341.13	84,341.13	292.53	All land grant.
24007 Kalamazoo and South Haven	40.18	1,820.95	1,820.95	1,820.95	45.23	
24008 Jackson and Niles	104.30	8,115.58	8,115.58	8,115.58	77.81	
24009 Jackson and Bay City	114.81	10,267.31	10,267.31	10,267.31	103.46	Land grant, Lansing to Bay City, 77.86 miles.
24010 Jackson and Grand Rapids	94.72	11,905.35	11,905.35	11,905.35	125.69	
24011 Sheona Junction (u. o.) and Grosse Ile, Ind.	2.36	100.89	100.89	100.89	42.75	
24012 Niles, Mich., and South Bend, Ind.	12.43	631.28	631.28	631.28	42.75	
24013 Detroit and Mackinaw City	290.22	31,896.74	31,896.74	31,896.74	100.55	Land grant, Bay City to Mackinaw City, 182.22 miles.
24014 Saginaw and Caro	34.04	1,629.83	1,629.83	1,629.83	47.88	
24015 Monroe and Ludington	254.41	30,123.08	30,123.08	30,123.08	136.90	Land grant, Flint to Detroit, Lansing and Northern R. R.
24016 Ionia and Big Rapids	68.09	5,472.39	5,472.39	5,472.39	80.37	Land grant, Flint to Ludington, 171.06 miles.
24017 Detroit and Howard City	160.72	20,750.55	20,750.55	20,750.55	129.11	
24018 Fort Wayne, Ind., and Mckinaw City, Mich.	308.90	36,434.38	36,434.38	36,434.38	120.56	Land grant, Fort Wayne to Petoskey, 333.46 miles.
24019 Toledo, Ohio, and Allegan, Mich.	154.92	6,135.11	6,135.11	6,135.11	43.61	Land grant, Toledo to Dundee, 23 miles, at \$12.82 per mile.
24020 Toledo, Ohio, and Emery, Mich.	52.00	2,801.24	2,801.24	2,801.24	53.87	
24021 Grand Rapids, Mich., and La Crosse, Ind.	154.54	18,631.34	18,631.34	18,631.34	120.56	
24022 Big Rapids and Holland	91.00	7,080.71	7,080.71	7,080.71	77.81	
24023 Allegan and Holland	24.64	1,264.03	1,264.03	1,264.03	51.30	
24024 Ypsilanti and Hillsdale	62.14	3,294.04	3,294.04	3,294.04	53.01	
24025 Zion and East Saginaw	78.85	3,640.50	3,640.50	3,640.50	46.17	
24026 Grand Rapids and Kaldwin	73.98	4,744.33	4,744.33	4,744.33	64.13	
24027 Detroit, Grand Haven and Milwaukee Rwy.	189.06	26,995.87	26,995.87	26,995.87	142.79	
24028 Detroit and Fort Gratiot	60.84	8,114.83	8,114.83	8,114.83	133.98	

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C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
MICHIGAN—continued.										
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 Sabit 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	.....
24032	Powers and Crystal Falls	do	57.95	14	3,220.86	.....	3,220.86	55.68	.....
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.	26.57	12	1,707.02	.....	1,707.02	64.98	.....
24035	Toledo, Ohio, and Detroit, Mich.	Michigan Central R. R.	59.50	26	10,429.16	.....	10,429.16	175.28	.....
24036	Trenton, Mich., and Fayette, Ohio.	Lake Shore and Michigan Southern Rwy.	68.40	7.57	3,059.88	.....	3,059.88	45.32	.....
24037	Saint Clair and Richmond	Michigan Midland and Canada R. R.	16	12	766.08	.....	766.08	47.88	.....
24038	Iron River Junction (n. o.) and Iron River.	Chicago and Northwestern Rwy.	19.81	7	846.87	.....	846.87	42.75	.....
24039	Fort Gratiot, Mich., and Chicago, Ill.	Chicago and Grand Trunk Rwy.	338.46	12.16	26,044.49	.....	26,044.49	76.95	.....
24040	Marquette and Houghton	Marquette, Houghton and Ontonagon R. R.	95.93	6.90	5,708.79	.....	5,708.79	59.51	.....
24041	Alma and Howard City	Detroit, Lausaug and North-ern R. R.	42.73	12	2,557.39	.....	2,557.39	59.85	.....
24042	Port Huron and Port Austin	Port Huron and Northwestern Rwy.	87.71	11.41	5,849.37	.....	5,849.37	66.09	.....
24043	Coleman and Mount Pleasant	Flint and Pere Marquette R. R.	15.04	12	642.96	.....	642.96	42.75	.....
24044	Harrison Junction (n. o.) and Meredith.	do	29.65	8.97	1,267.53	.....	1,267.53	42.75	.....
24045	Manistee Junction (n. o.) and Manistee.	Flint and Pere Marquette R.	27.13	15	2,203.76	.....	2,203.76	81.23	.....
24046	Mcars and Hart	Chicago and West Michigan Rwy.	4.15	6	177.41	.....	177.41	42.75	.....
24047	Flint and Fostoria	Flint and Pere Marquette R.	24.45	6	1,045.66	.....	1,045.66	42.75	.....
24048	East Saginaw and Bay City	do	13.21	25	1,298.93	.....	1,298.93	98.33	.....

24040	Detroit and Bay City Crossing (n. o.) and Saginaw.	do	3.70	183.26	183.26	48.74
24050	Vacant	Detroit, Mackinac and Marquette R. R.	151.37	6,471.06	6,471.06	42.75
24051	Point Saint Ignace (n. o.) and Marquette.	Chicago and West Michigan Rwy.	45.12	2,701.03	2,701.03	59.85
24052	Pentwater and Muskegon.	Marquette, Houghton and Ontonagon R. R.	8.70	371.92	371.92	42.75
24053	Humboldt and Republic.	Saginaw, Tuscola and Huron R. R.	63.23	3,092.18	3,092.18	45.32
24054	East Saginaw and Bad Axe.	do	39.50	356.96	356.96	42.75
24055	Grand Rapids and Muskegon.	Indiana R. R.	8.35	5,839.41	5,839.41	70.97
24056	Peleekey and Harbor Springs.	Bayview, Little Traverse and Mackinaw R. R.	104.50	1,498.67	1,498.67	42.75
24057	Alger and Alpena.	Detroit, Bay City and Alpena R. R.	35.01	606.19	606.19	42.75
24058	Narenta Station (n. o.) and Metropolitan.	Chicago and Northwestern Rwy.	14.18	1,534.75	1,534.75	44.40
24059	Milton Junction (n. o.) and Copley.	Grand Rapids and Indiana R. R.	34.52	804.98	804.98	42.75
24060	Port Huron and Almont.	Port Huron and Northwestern Rwy.	4.61	197.07	197.07	42.75
24061	Palm Station and Sand Beach.	Chicago, Detroit and Canada Grand Trunk Junction R. R.	20.21	863.97	863.97	42.75
24062	Milwaukee Junction (n. o.) and West Detroit.	Paw Paw and Toledo and South Haven R. R.	100.73	4,565.08	4,565.08	45.32
24063	Lawton and Hartford.	Pontiac, Oxford and Port Austin R. R.	110.23	8,745.14	8,745.14	75.24
24064	Pontiac and Casewille.	Toledo, Ann Arbor and North Michigan Rwy.	13.65	583.53	583.53	42.75
24065	Emery and Mount Pleasant.	Wellington W. Gammon, owner and manager of the Cadillac and Northwestern R. R.	15.52	782.98	782.98	50.45
24067	Houghton and Calumet.	Mineral Range R. R.	14.74	428.40	428.40	29.07
24068	Hancock and Red Jacket.	Hancock and Calumet R. R.	3.23	143.60	143.60	44.40
24069	Junction (n. o.) and Lake Linden.	do	5,256.62	509,023.91	518,555.41	
WISCONSIN.						
25001	Milwaukee, Wis., and North Me-Gregor, Iowa.	Chicago, Milwaukee and Saint Paul Rwy.	196.64	26,733.20	26,733.20	135.95
25002	Milwaukee and La Crosse.	do	197.95	97,656.65	35,019.50	129,076.15

Pay not fixed.

Pay not fixed on extension from Black River to Alpena, 22.22 miles.

R. R. O. \$175 per mile, Milwaukee to Portage 66.08 miles—\$150 per mile, thence to La Crosse, 104.57 miles.

* Six outwards.

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
25003	WISCONSIN—continued. Milwaukee and Berlin	Chicago, Milwaukee and Saint Paul Rwy.	97.48	12	10,085 28	108 46	10,085 28			
25004	Milton Junction and Shullsburgh	do	75.29	11.39	6,566 04	87 91	6,566 04			
25005	Watertown and Madison	do	39	12	1,707 48	45 92	1,707 48			
25006	Horton and Portage	do	3,399 85	6	3,399 85	60 09	3,399 85			
25007	Koshkong and Wausaukee	do	14.42	6	3,616 45	42 75	3,616 45			
25008	Oshtemo and Ripon	do	20.99	12	1,348 98	64 13	1,348 98			
25009	Chicago, Ill., and Fort Howard, Wis.	Chicago and Northwestern Rwy.	242.70	17.43	42,581 29	12,210 00	54,797 29	185 54 148 43	80 00 40 00	66 miles land grant, Fond du Lac to Fort Howard, R. P. O. \$80 per mile, Chicago to Harvard, 62.70 miles; \$10 thence residue 180 miles.
25010	Caledonia, Ill., and Winona Junction (Dn.) Wis., and Rockford, Ill.	do	189.52	17.18	38,060 25	7,580 80	45,641 05	290 93	40 00	R. P. O. Harvard to Caledonia, 14.80 miles.
25011	Milwaukee and Fond du Lac	do	64.07	13	9,805 91		9,805 91	153 05		
25012	Winona, Minn., and La Crosse, Wis.	do	34.07	17.07	6,050 00	1,192 80	7,251 80	177 84	40 00	All land grant, \$88.92 per mile for 23.83 miles extension from Pike to Iron Mountain from Dec. 1, 1886.
25013	Stevens Point and Portage	Wisconsin Central R. R.	73.51	6	3,519 65		3,519 65	47 88		
25016	Milwaukee, Wis., and Iron Mountain, Mich.	Milwaukee and Northern and Wisconsin and Michigan R. R. Cos.	299.96	13.06	18,511 42		18,511 42	88 07 88 92		Milwaukee to Schlessengerville, 33.50 miles, at \$17.10 per mile, 189.06 miles land grant, Stevens Point to Ashland.
25017	Milwaukee and Ashland	Wisconsin Central R. R.	349.06	13.05	31,511 22		31,511 22	17 10 111 15 88 92		

25018	Milwaukee and Two Rivers.....	84.96	17.48	8,644.68	8,644.68	101.75	
25019	Sheboygan and Princeton.....	79.13	8.63	5,006.55	5,006.55	63.27	
25020	Warren, Ill., and Mineral Point, Wis. Rwy.	32.95	14.34	2,873.56	2,873.56	87.21	
25021	Galatin and Plattville.....	18.75	21	817.68	817.68	43.61	
25022	New Lisbon and Necedah.....	12.76	6	545.49	545.49	42.75	
25023	Madison and Portage.....	40.77	6	1,868.49	1,868.49	45.83	
25024	Racine, Wis., and Rock Island, Ill. .....do	197.91	14.11	25,729.38	26,270.38	129.98	All land grant. R. P. O. Lehigh Junction (in o.) to Savanna, 23 miles.
25025	Galena, Ill., and Woodman, Wis. Rwy.	76.29	8.24	5,022.83	5,022.83	65.84	
25026	San Claire and Abbottsford R. R.	65.41	7.01	3,661.08	3,661.08	56.43	
25027	Fort Howard, Wis., and Winona, Minn.	215.50	6	13,083.00	13,083.00	60.71	
25028	Hudson and Bayfield.....	181.44	6	9,805.91	9,805.91	54.04	All land grant.
25029	Lone Rock and Richland Centre.....	16.39	12	784.75	784.75	47.88	
25030	Elroy, Wis., and St. Paul, Minn. .....do	196.51	19.55	21,238.80	21,238.80	108.08	Do.
25031	Tomah and Merrill.....	108.07	6.	7,115.32	7,115.32	65.84	Do.
25032	Ashland Junction (in o.) and Ash- land	4.64	12	158.68	158.68	34.20	
25033	River Falls Junction (in o.) and Ells- worth	24.41	7.3	1,043.52	1,043.52	42.75	
25034	Sparta and Viroqua.....	35.83	6	1,746.85	1,746.85	48.74	
25035	Fond du Lac and Iron Ridge Junc- tion (in o.)	28.83	12	1,232.48	1,232.48	42.75	
25036	Janesville and Beloit.....	15.76	12	673.74	673.74	42.75	
25037	Morrison and Neilsville.....	15.51	15	663.05	663.05	42.75	
25038	Milwaukee and Montfort.....	146.37	9.37	9,761.41	9,761.41	66.69	
25039	Mazo Manie and Prairie du Sac. R. R.	10.45	12	446.73	446.73	42.75	
25040	Hilbert and Appleton.....	21.88	12	1,362.62	1,362.62	62.42	
25041	Elkhorn and Eagle.....	17.56	6	750.69	750.69	42.75	
25042	Lancaster Junction (in o.) and Lan- caster	12.31	12	915.74	915.74	74.89	
25043	Ipswich and Plattville.....	4.26	12	166.39	166.39	42.75	
25044	Brodhead and Albany.....	7.60	15	324.90	324.90	43.75	
25045	Moniteau and Rhinelandor.....	14.76	6	690.90	690.90	43.75	

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
25046	Wisconsin—continued. Oskosh and Hortonville	Milwaukee, Lake Shore and Western Rwy.	23.77	6	1,016 15	.....	1,016 16	42 75	.....
25047	Wis. and Eau Claire, Wis.	Chicago, Milwaukee and Saint Paul Rwy.	49.68	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 00	.....	3,991 00	50 45	.....
25049	Manitowoc and Wausau	Milwaukee, Lake Shore and Western Rwy.	133.61	19.96	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.	69.94	6	3,591 89	.....	3,591 89	49 94 63 42	.....	\$40.94 per mile for 62 miles land grant Superior Junction to Superior.
25052	Afton and Janesville	Chicago and Northwestern Rwy.	6.64	15	283 86	.....	283 86	42 75	.....
25053	Red Cedar Junction (n. o.) and Menomonee	Chicago, Milwaukee and Saint Paul Rwy.	16.46	6	703 66	.....	703 66	42 75	.....
25054	Trempealeau and Galeville	Chicago and Northwestern Rwy.	8.23	12	351 83	.....	351 83	42 75	.....
25055	Brandon and Markesan	Chicago, Milwaukee and Saint Paul Rwy.	11.78	6	503 59	.....	503 59	42 75	.....
25056	Dexterville Junction (n. o.) and Vesper	Wisconsin, Pittsville and Superior Rwy.	20.29	6	807 39	.....	807 39	42 75	.....
25057	Menominee, Mich., and Crivitz, Wis.	Milwaukee and Northern R.R.	22.79	6	1,013 24	.....	1,013 24	44 46	.....
25058	Clintonville and Oconto	Milwaukee, Lake Shore and Western Rwy.	56.75	6	2,717 19	.....	2,717 19	47 85	.....
25059	Turtle Lake and Bruce	Minneapolis, Saint Ste. Marie and Atlantic Rwy.	45.65	6	1,964 36	.....	1,964 36	42 75	.....
25060	Anigo and Malcolm	Milwaukee, Lake Shore and Western Rwy.	13.47	6	575 84	.....	575 84	42 75	.....
25061	Chippewa Falls, Wis., and Saint Paul, Minn.	Minnesota, Saint Croix and Wisconsin R.R.	104.69	6	6,981 77	.....	6,981 77	66 69	.....
25062	Necedah Junction (n. o.) and Necedah	Princeton and Western Rwy.	15.24	6	694 26	.....	694 26	42 75	.....
25063	Watersmeet, Mich., and Ashland, Wis.	Milwaukee, Lake Shore and Western Rwy.	98.74	7	4,221 13	.....	4,221 13	42 75	.....

26	sville and Evansville	Chicago and Northwestern Rwy. Wisconsin, Pittsville and Superior Rwy. Company, Lessee of the Milwaukee, Dexterville and Northern Rwy.	16.75	6	489,050.48	54,151.10	534,201.58			Pay not fixed.
26005	Dexterville and Hogan		15.72	6						Do.
MINNESOTA.										
26001	Saint Paul, Minn., and Missoula, Mont.	Northern Pacific R. R.	72.37 21,207.90	9.15	237,120.12	11,906.25	249,026.37	228.29 182.03	25.00	Saint Paul to Minneapolis, 10.08 miles, and Wabata to Missoula, 1,197.23 miles, land grant. R. P. O. on 476.25 miles, Saint Paul to Mandan only.
26002	Vacant.									Land grant.
26003	Vacant.									Do.
26004	Saint Cloud and Saint Vincent	Saint Paul, Minneapolis and Manitoba Rwy.	315.93	13	38,464.47		38,464.47	121.75		Land grant.
26005	Beckenridge, Minn., and Fargo, Dak.	do	53.27	6	7,333.14		7,333.14	137.66		Do.
26006	Saint Paul and Beckenridge	do	216.12	7.87	20,165.65	5,403.00	31,568.65	121.07	25.00	Do.
26007	Saint Paul and Duluth	Saint Paul and Duluth R. R.	194.59	12	11,738.02		11,738.02	75.93		Land grant White Bear Lake to Stillwater, 14.09 miles.
26008	Minneapolis and Stillwater	do	15.32 12.69	12	1,088.93		1,088.93	42.75		Land grant Saint Paul to A u s t i n, 100.10 miles.
26009	Saint Paul, Minn., and McGregor, Iowa.	Chicago, Milwaukee and Saint Paul Rwy. Co.	100.10	10.75	25,171.48		25,171.48	104.66		Pay not fixed on certain miles. Land grant Hastings to Orchardville, 202.80 miles.
26010	Hastings, Minn., and Bowdle, Dak.	do	202.80 136.44 30.54	6	36,009.26		36,009.26	66.45		Land grant between A u s t i n and Lyle, 12.13 miles.
26011	Duluth and Brainerd	Northern Pacific R. R.	114.67	9.15	3,921.71		3,921.71	34.20		Land grant between A u s t i n and Lyle, 12.13 miles.
26012	Austin, Minn., and Mason City, Iowa.	Chicago, Milwaukee and Saint Paul Rwy.	12.13 29.16	12	2,724.66		2,724.66	56.08		Land grant St. Peter to Wabasha, 164.73 m.
26013	Minneapolis and La Crosse	do	142.57	22.50	59,973.49	21,385.50	81,358.99	430.66	150.00	Land grant.
26014	St. Peter and Redfield	Winona and Saint Peter R. R.	134.76	7.4	22,786.26		22,786.26	153.81		
26015	Winona and Saint Peter	do	136.90	12	17,690.29		17,690.29	129.24		
26016	Shelby, Eye and Redwood Falls	do	28.63	13	1,138.43		1,138.43	42.75		
26017	Chaska and Zimmerman	do	28.12	12	1,136.63		1,136.63	42.75		
26018	Chaska and Plainview	do	28.75	15.27	1,228.21		1,228.21	42.75		
26019	Maquokette Junction (n. o.) and Maquokette	do	4.36	23	223.15		223.15	51.30		Formerly part of 26015.
26020	Worthington, Minn., and Salem, Dak.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	102.37	6	4,989.51		4,989.51	48.74		

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
26021	MINNESOTA—continued. Saint Paul, Minn., and Angus, Iowa	Minneapolis and Saint Louis Rwy.	272.13	8.49	24,032 41	24,032 41	24,032 41	92 34	.....	Pay not fixed on extension to Saint Paul, 11.87 miles.
26022	Wabasha and Zimbrotas.....	Chicago, Milwaukee and Saint Paul Rwy.	50.24	0	2,583 46	2,583 46	2,583 46	43 61	.....
26023	La Crosse, Wis., and Flandreau, Dak.	Chicago, Milwaukee and Saint Paul Rwy.	302.87	0	27,694 79	27,694 79	27,694 79	110 30	.....	Land grant La Crosse to Archie, 302.87 miles.
26024	Mankato and Wells.....	do	38.18	6	1,730 32	1,730 32	1,730 32	45 32	.....
26025	Saint Paul, Minn., and Sioux City, Iowa.	Chicago, Milwaukee and Saint Paul Rwy.	293.65	13	30,432 70	6,741 25	37,173 95	112 86	25 00	Land grant.
26026	Vacant.									
26027	Stillwater and Stillwater Junction (u. o.).	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	3.90	40	165 39	.....	165 39	42 41	.....	Do.
26028	Heron Lake and Pipestone (u. o.).	do	55.54	6	2,374 33	.....	2,374 33	42 75	.....
26029	Lake Crystal and Eimore.....	do	44.20	12	1,965 13	.....	1,965 13	44 46	.....
26030	Laverne and Doon.....	do	28.29	6	1,209 40	.....	1,209 40	42 75	.....
26031	Tracy, Minn., and Pierre, Dak.....	Chicago and Northwestern Rwy.	255.71	7	20,953 87	.....	20,953 87	117 14	.....
26032	Jeno and Preston.....	Chicago, Milwaukee and Saint Paul Rwy.	37.72	6	2,517 17	.....	2,517 17	43 61	.....
26033	Wyoming and Taylor's Falls.....	Saint Paul and Duluth R. R.	29.77	6	958 95	.....	958 95	46 17	.....
26034	Morris and Brown's Valley.....	Saint Paul, Minneapolis and Manitoba Rwy.	47.29	6	2,021 65	.....	2,021 65	42 75	.....
26035	Junction (u. o.) and Boundary Line (u. o.).	do	2.63	6	284 25	.....	284 25	108 08	.....
26036	Junction and Cloquet.....	Saint Paul and Duluth R. R.	6.09	6	285 99	.....	285 99	42 75	.....
26037	Minneapolis and Cologne.....	Chicago, Milwaukee and Saint Paul Rwy.	33.17	6	3,828 81	.....	3,828 81	115 43	.....
26038	Minneapolis and Birch Cooley.....	Minneapolis and Saint Louis Rwy.	102.58	6	4,560 71	.....	4,560 71	44 40	.....
26039	Crookston, Minn., and Devil's Lake, Dak.	Saint Paul, Minneapolis and Manitoba Rwy.	114.34	6	7,919 18	.....	7,919 18	69 26	.....
26040	Minneapolis and Saint Cloud.....	do	64.81	13	11,692 37	.....	11,692 37	180 41	.....
26041	Vacant.									
26042	Wadena, Minn., and Miller, Dak.....	Northern Pacific R. R.	118.86	6	5,081 26	.....	5,081 26	42 75	.....
26043	Fergus Falls and Pelican Rapids.....	Saint Paul, Minneapolis and Manitoba Rwy.	22.76	6	972 99	.....	972 99	42 75	.....

		10.00	12	412 87	412 87	41 04	Land grant.
26044	Mendota and Minneapolis	Chicago, Milwaukee and Saint Paul Rwy.	26.12	1,139 00	1,139 00	43 61	
26045	Hastings and Stillwater	do	88.37	4,684 49	4,684 49	53 01	
26046	Little Falls and Morris	Northern Pacific R. R.	37.34	1,506 28	1,506 28	42 75	
26047	Sauk Center and Eagle Bend	Saint Paul, Minneapolis and Manitoba Rwy.	66.70	3,563 13	3,563 18	53 87	
26048	Waterville and Red wing	Manitoba Rwy.	68.04	2,908 71	2,908 71	42 75	
26049	Saint Cloud and Hinckley	Saint Paul, Minneapolis and Manitoba Rwy.	28.73	859 60	859 60	29 92	
26050	Crookston and Saint Hilaire	do	17.31	741 28	741 28	42 75	
26051	Rush City, Minn., and Grantsburgh, Wis.	Saint Paul and Duluth R. R.	34.31	1,406 75	1,406 75	42 75	
26052	Moorhead and Halstad	Saint Paul, Minneapolis and Manitoba Rwy.	123.30	6,957 81	6,957 81	56 43	Pay based on service of not less than 6 round trips per week.
26053	Birch Cooley, Minn., and Water town, Dak.	Wisconsin, Minnesota and Pacific Rwy.	96.40	2,949 75	2,949 75	42 75	Pay not fixed on 27.40 miles.
26054	Duluth and Tower	Duluth and Iron Range R. R.	109.16	5,427 06	5,427 06	86 36	
26055	Saint Paul and Lyle	Minnesota and Northwestern R. R.	14.24	547 95	547 95	38 48	
26056	Glencoe and Hutchinson	Chicago, Milwaukee and Saint Paul Rwy.	58.08				Pay not fixed.
26057	Saint Cloud and Wulmar	Saint Paul, Minneapolis and Manitoba Rwy.	192.51				Do.
26058	Minneapolis, Minn., Fairmount, Dak.	Minneapolis and Pacific Rwy.	33.12				Do.
26059	Elk River and Milaca	Saint Paul, Minneapolis and Manitoba Rwy.	53.40				Do.
26060	Hutchinson Junction (n. o.) and Hutchinson.	do	6,590.29	698,433 31	743,869 31		
- IOWA.							
27001	Burlington, Iowa, and Albert Lea, Minn.	Burlington, Cedar Rapids and Northern Rwy.	253.42	26,434 24	26,434 24	104 31	
27002	Cedar Rapids and Decatur	do	122.29	7,109 94	7,109 94	58 14	
27003	Cedar Rapids, Iowa, and Water town, Dak.	do	399.80	25,353 26	25,353 26	23 94	
27004	Muscate and What Cheer	do	70.58	4,583 31	4,583 31	59 85	
27005	Emuagon and Union Pacific Transfer (n. o.)	Chicago, Burlington and Quincy R. R.	18.62	121,068 00	179,268 00	410.40	Service to Vinton, 24.14 miles, at \$23.94 per mile.
27006	Chariton, Iowa, and Grant City, Mo.	do	94.68	6,709 92	6,709 92	71 82	
27007	Creston, Iowa, and Hopkins, Mo.	do	44.30	3,371 23	3,371 23	76 10	
27008	Burlington, Iowa, and Carrollton, Mo.	Chicago, Burlington and Kansas City Rwy.	220.57	16,546 68	16,505 68	75 24	
27009	Villisca, Iowa, and Burlington Junction, Mo.	Chicago, Burlington and Quincy R. R.	37.68	1,932 98	1,932 98	51 30	
27010	Albia, Iowa, and Lyle, Minn.	Central Iowa Rwy.	198.78	22,774 22	22,774 29		{ 275 miles land grant, Burlington to Pacific Junction. } { 290 00 }

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
27011	IOWA—continued. Keokuk and Burlington	Chicago, Burlington and Quincy R. R.	{ 170.46 { 10.78	12	4,375 25	2,415 00	4,375 25	{ 134 24 { 107 39	{ 25 00	
27012	Clinton, Iowa, and La Crosse, W. Va.	{ Chicago, Milwaukee and Saint Paul Rwy. {	{ 8.97	12	383 47		383 47	42 75		{ 10.78 miles land grant, from near Dubuque south to Elk Creek, R. P. O. 90.00 miles, Shubula to McGregor.
27013	Starwood and Tipton	Chicago and Northwestern Rwy.	8.97	12	383 47		383 47	42 75		
27024	Davenport and Union Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy.	{ 52.95 { 264	{ 16.86	42,843 76	16,706 75	59,550 51	134 75	{ 65 00 { 50 00	All land grant.
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	{ do {	78.61	6	4,704 81		4,704 81	59 85		
27017	{ Davenport, Iowa, and Leavenworth, Kans., and branch—Cameron to Kansas City. {	{ do {	{ 306.00 { 54.98	{ 13	43,143 37		46,143 37	{ 127 40 { 5 90		
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	Farley and Cedar Rapids	Chicago, Milwaukee and Saint Paul Rwy.	57.87	8.47	3,661 43		3,661 43	63 27		
27021	Dubuque and Sioux City	Illinois Central R. R.	327.59	12.43	36,971 81		36,971 81	112 86		
27022	Waterloo and Lyle	{ do {	{ 82.07 { 19.52	{ 12	{ 6,174 94 { 854 47		{ 6,174 94 { 854 47	{ 75 24 { 42 75		Do.
27023	Baulah and Elkader	Chicago, Milwaukee and Saint Paul Rwy.	19.52	6	854 47		854 47	42 75		
27024	Clinton and Anamosa	{ Chicago and Northwestern Rwy. {	{ 69.39 { 2.00	{ 6	{ 3,666 42 { 41 04		{ 3,666 42 { 41 04	{ 51 30 { 125 60		{ 2.6 miles land grant, Clinton to Lyons. { Land grant, Calmar to Sheldon Junction, 210.66 miles.
27025	{ Calmar, Iowa, and Running Water, Dak. {	Chicago, Milwaukee and Saint Paul Rwy.	{ 210.66 { 146.74	{ 6	{ 38,871 47 { 584 87		{ 38,871 47 { 584 87	{ 109 55 { 62 42		
27026	Conover and Decorah	{ do {	{ 0.37 { 163.70	{ 12	{ 584 87 { 13,743 16		{ 584 87 { 13,743 16	{ 62 42 { 82 94		
27027	Davenport and Calmar	{ do {	{ 163.70	10.27	13,743 16		13,743 16	82 94		

		351.18	12	41,137.22	68.50	41,205.72	117.14	25.00	R. P. O. Savannah to Sabula, 2.74 miles.
27028	Savanna, Ill., and Union Pacific Transfer (n. o.), Iowa.	76.18	13.48	10,551.69	1,904.50	12,456.19	136.51	25.00	
27029	Missouri Valley and Sioux City	59.93	14.15	4,509.13		4,509.13	75.24		
27030	Des Moines and Jewell								
27031	Des Moines and Tara	82.50	12	6,137.18		6,137.18	74.39		
27032	Grinnell and Montezuma	17.49	6	747.70		747.70	42.75		
27033	Albia and Des Moines	68.88	13	9,187.21		9,187.21	133.88		
27034	Elk Point, Dak., and Sioux Falls, Dak.	70.36	6	5,534.51		5,534.51	78.66		
27035	Burlington and Washington	52.93	8.94	2,262.75		2,262.75	42.75		
27036	Newton and Monroe	17.91	12	765.65		765.65	42.75		
27037	Ellsworth, Minn., and Sioux Falls, Dak.	42.10	6	1,871.76		1,871.76	44.46		
27038	Maple River and Onawa	81.42	12	3,507.59		3,507.59	58.14		Pay not fixed on 21.69 miles, extension from Mapleton to Onawa.
27039	Turkey River and West Union	58.01	6	2,728.21		2,728.21	47.03		
27040	Waukon Junction and Waukon	23	6	983.25		983.25	42.75		
27041	Creston and Cumberland	50.34	12	2,539.65		2,539.65	50.45		
27042	Chariton and Indiana	33.71	12	1,585.38		1,585.38	47.03		
27043	Hastings and Sidney	22.22	6	949.90		949.90	42.75		
27044	Atlantic and Audubon	25.83	12	1,241.53		1,241.53	47.88		
27045	Avoca and Harlan	14.21	12	619.70		619.70	43.61		
27046	Des Moines and Fond du Lac	114.22	6	5,762.40		5,762.40	50.45		
27047	Cedar Rapids and Ottumwa	90.94	6	4,820.72		4,820.72	53.01		
27048	Elmira (n. o.) and Riverside	23.37	6	999.07		999.07	42.75		
27049	Belle Plaine and Muchakthoek	62.90	6	2,688.97		2,688.97	42.75		
27050	Wall Lake and Sac City	14.17	12	679.99		679.99	44.46		
27051	Sumner and Hampton	65.98	6	4,168.86		4,168.86	63.27		
27052	Tama, Iowa, and Elmore, Minn.	164.70	6.10	12,533.67		12,533.67	76.10		
27053	Bellevue and Cascade	36.28	6	1,551.40		1,551.40	42.75		
27054	Atlantic and Griswold	15.20	12	649.80		649.80	42.75		
27055	Red Oak and Griswold	18.88	6	807.12		807.12	42.75		
27056	Des Moines and Cedar Falls	107.40	6	5,325.06		5,325.06	49.69		

C.—Railroad service as in operation on the 30th of June, 1887.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
27057	IOWA—continued. Dows and Garner	Burlington, Cedar Rapids and Northern Rwy.	33.09	6	1,414 60	.....	1,414 60	42 75	.....
27058	Hastings and Carson	Chicago, Burlington and Quincy R. R.	16.25	6	694 69	.....	694 69	42 75	.....
27059	Menlo and Guthrie Centre.	Chicago, Rock Island and Pacific Rwy.	15.05	12	643 39	.....	643 39	42 75	.....
27060	Harveyville and Des Moines	Wabash Western Rwy.	44.74	6	1,912 64	.....	1,912 64	42 75	.....
27061	Dehony June. (n. o.) and Albany	Chicago, Burlington and Quincy R. R.	46.76	6	2,968 71	.....	2,968 71	64 13	.....
27062	Mount Zion and Kossauqua	Chicago, Rock Island and Pacific Rwy.	5.07	12	216 74	.....	216 74	42 75	.....
27063	Avoca and Carson	do	17.40	6	760 95	.....	760 95	42 75	.....	Pay not fixed on 3.44 miles extension from Birmingham to Collett.
27064	Fort Madison and Collett	Fort Madison and Northwestern Rwy.	45.13	6	1,782 24	.....	1,782 24	42 75	.....
27065	Thornburgh and Montevaux	Burlington, Cedar Rapids and Northern Rwy.	16.29	6	766 12	.....	766 12	47 03	.....
27066	Jewell and Wall Lake Junction (n. o.)	Chicago and Northwestern Rwy.	73.65	6	2,910 44	.....	2,910 44	49 59	.....	Pay not fixed on 14.96 miles extension from Lake City to Wall Lake Junction (n. o.).
27067	Van Wert and Shenandoah	Hannston and Shenandoah R. R.	56.37	6	5,026 66	.....	5,026 66	52 10	.....
27068	Newburgh and State Centre	Central Iowa Rwy.	29.98	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	42 75	.....
27070	Eagle Grove, Iowa, and Iroquois, Dak.	Chicago and Northwestern Rwy.	271.43	6	22,278 97	.....	22,278 97	82 08	.....
27071	Carroll and Kirkman	do	35.01	8.08	1,496 68	.....	1,496 68	42 75	.....
27072	Clinton and Elmira (n. o.)	Burlington, Cedar Rapids and Northern Rwy.	69.51	6	3,150 19	.....	3,150 19	45 82	.....
27073	Pacific Junction, Iowa, and Plattsmouth, Nebr.	Chicago, Burlington and Quincy R. R.	3.30 } 3.59 }	35 }	1,044 10 }	172 25 }	1,216 25 }	134 06 }	25 }	Land grant, Pacific Junction to East Plattsmouth (n. o.), 3.30 miles.

27074	Red Oak, Iowa, and Nebraska City, Nebr.	do	53.69	7	3,730.91	73.53	Pay not fixed on 2.96 miles, extension from Eastport to Nebraska City.
27075	Webster City and Lehigh	Webster City and Northwestern R. R.	17.83	6	411.69	23.09	
27076	Summerset and Winterset	Chicago, Rock Island and Pacific Rwy.	27.72	12	1,659.04	59.85	
27077	California, Iowa, and Fremont, Nebr.	Sioux City and Pacific R. R.	32.23	6	2,338.50	88.07	
27078	Hannibal and Belmond	Central Iowa Rwy.	22.82	6	975.55	42.75	
27079	Marshalltown and Story City	do	39.33	6	1,681.36	42.75	
27080	Manning and Audubon	Chicago and Northwestern Rwy.	17.99	6	769.07	42.75	
27081	Des Moines and Boone	Saint Louis, Des Moines and Northern Rwy.	43.30	6	1,851.07	42.75	
27082	Winfield and Okatoosa	Burlington and Western Rwy.	71.41	6	3,174.88	44.46	
27083	Clarksdale and Northborough	Chicago, Burlington and Quincy R. R.	18.23	6	1,013.22	55.58	
27084	Des Moines, Iowa, and Calhounville, Mo.	Des Moines, Osceola and Southern R. R.	117.37	6	5,017.56	42.75	
27085	Lake Park and Worthington	Burlington, Cedar Rapids and Northern Rwy.	18.70	6	803.27	42.75	
27086	Vacant.	Des Moines and Fort Dodge R. R.	54.98	6	2,350.39	42.75	
27087	Tara and Ruthven	Chicago, Iowa and Dakota Rwy.	26.76	7.53	918.69	42.75	Pay not fixed on 5.27 miles extension, from Iowa Falls to Alden.
27088	Eldora Junction and Alden	Chicago and Northwestern Rwy.	35.40	6	3,146.00	53.87	
27089	Sac City and Kingsley	Chicago, Rock Island and Pacific Rwy.	12.73	12	685.77	53.87	
27090	Wilton Junction and Muscatine	Central Iowa Rwy.	39.66	7.10	1,438.96	42.75	
27091	New Sharon and Newton	Chicago, Burlington and Quincy R. R.	14.57	13	969.31	62.41	
27092	Indianola and Avon Junction (n. o.)	Centerville, Moravia and Albia R. R.	24.56	6	1,049.94	42.75	
27093	Reley (n. o.) and Albia	Burlington, Cedar Rapids and Northern Rwy.	6.01	6	138.77	23.09	
27094	Waverly Junction (n. o.) and Waverly	Minnesota and Northwestern R. R.	172.83	6.51	14,334.52	82.94	
27095	Day field, Minn., and Dubuque, Iowa	Chicago, Milwaukee and Saint Paul Rwy.	21.99	6	1,434.52	82.94	
27096	Spencer and Spirit Lake	Mason City and Fort Dodge R. R.	73.05	6	799,551.43		Pay not fixed.
27097	Mason City and Fort Dodge	do	7,746.59		79,467.00		Do.
			7,746.59		79,467.00		
28001	{ Saint Louis, Mo., and Atchison, } { Kans. }	Missouri Pacific Rwy.	{ 37 } 294.20	{ 16, 03 }	139,256.81	{ 344.06 } { 430.07 } 160,989.31	{ 37 miles land grant, } { Saint Louis to Pa- } { cific Junction. }
							* For 47.75 miles; Kansas City to Atchison.

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
MISSOURI—continued.										
28002	Saint Louis and Bismark	St. Louis, Iron Mountain and Southern Rwy.	75.28	30.36	21,497 71	4,893 20	26,390 91	285 57	65 00	
28003	Saint Louis, Mo., and Vinita, Ind. T.	St. Louis and San Francisco Rwy.	360.81	10.97	46,151 20	14,360 00	60,511 20	127 91	50 00	All land grant.
28004	Saint Louis and Kansas City	Wabash Western Rwy.	277.20	23.51	53,327 73	13,860 00	67,187 73	192 38	50 00	All land grant. R. P. O., Quincy to Cameron, 171.51 miles.
28005	Quincy, Ill., and Saint Joseph, Mo.	Hannibal and St. Joseph R. R.	207.79	14	32,689 52	11,148 15	43,837 67	157 32	65 00	
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 60	.....	34,612 60	171 86	.....
28007	Moberly, Mo., and Ottumwa, Iowa.	Wabash Western Rwy.	131.30	13	13,350 77	.....	13,350 77	101 75	.....
28008	Versailles and Booneville	Missouri Pacific Rwy.	44.60	9.48	2,063 34	.....	2,063 34	46 17	.....
28009	Centralia and Columbia	Wabash Western 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	65 00	
28011	Sedalia, Mo., and Cameron, Tex.	Missouri Pacific Rwy.	23.70	14	89,339 20	10,768 50	100,107 70	167 68	25 00	{ 23.70 miles land grant, Parsons to Chetopah.
28012	Saint Joseph and Henry	St. Joseph and St. Louis R. R.	407.76	7	5,465 43	.....	5,465 43	74 30	.....
28013	Brunswick and Patonsburgh	Wabash Western Rwy.	79.78	13	10,709 67	.....	10,709 67	184 24	.....
28014	Hannibal and Sedalia	Missouri Pacific Rwy.	142.63	16.93	20,853 58	3,545 75	24,419 68	146 21	25 00	
28015	Keokuk, Iowa, and Van Wert, Iowa.	Keokuk and Western R. R.	149.68	7	7,342 12	.....	7,342 12	55 58	.....	Pay not fixed on 17.58 miles, extension from Humeaton to Van Wert.
28016	Raymore Junction (n. o.), Mo., and Olathe, Kans.	Kansas City, Clinton and Springfield Rwy.	26.54	6	1,134 50	.....	1,134 50	42 75	.....
28017	Springfield, Mo., and Memphis, Tenn.	Kansas City, Springfield and Memphis R. R.	285.37	7	20,740 69	.....	20,740 69	72 08	.....
28018	Mont Pleasant, Iowa, and Saint Peter, Mo.	Saint Louis, Keokuk and Northwestern Rwy.	189.37	14.26	26,877 28	.....	26,877 28	141 93	.....
28019	Quincy, Ill., 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 65	.....
28020	Pierce City, Mo., and Halstead, Kans.	Saint Louis and San Francisco Rwy.	219.28	7	25,937 87	.....	25,937 87	112 01	.....	{ 24.39 miles, Wichita to Halstead, at \$56.43 per mile.
28021	Mexico and Cedar City	Chicago and Alton R. R.	50.43	6	2,414 50	.....	2,414 50	56 43	47 88	

28022	East Saint Louis, Ill., and Kansas City, Mo.	Chicago and Alton R. R.	69.70	21	36,063 65	34,963 65	119 70
28023	Cuba Junction (n. o.) and Salem	Saint Louis and San Francisco Rwy.	231.70	12	2,282 60	2,282 60	113 70
28024	Holds, Mo., and Paola, Kans.	Missouri Pacific Rwy.	40.45	6	4,725 91	4,725 91	87 21
28025	Salisbury and Glasgow	Wabash Western Rwy.	15.61	6	667 33	667 33	42 75
28026	Bismarck, Mo., and Texarkana, Ark.	Saint Louis, Iron Mountain and Southern Rwy.	323.75	14	89,891 94	116,814 84	205 89
28027	Castro, Ill., and Poplar Bluff, Mo.	do	90.28	6	257 86	257 86	54 72
28028	Saint Joseph and Hopkins	Kansas City, Saint Joseph and Council Bluffs R. R.	74.50	13	4,076 64	4,076 64	54 72
28029	Hannibal and Gilmore	Saint Louis and Hannibal Rwy.	59.13	8.65	4,240 72	4,240 72	71 82
28030	Saint Joseph, Mo., and Atchison, Kans.	Hannibal and Saint Joseph R. R.	85.69	14	6,981 41	6,981 41	70 97
28031	Saint Louis and Florissant	Saint Louis Cable and Western Rwy.	21.79	6	1,881 78	1,881 78	86 36
28032	Atchison, Kans., and Ederton, Mo.	Chicago, Rock Island and Pacific Rwy.	16.31	6	697 25	697 25	42 75
28033	Independence and Sedalia	Missouri Pacific Rwy.	29.45	13	2,669 05	2,669 05	90 63
28034	Bismarck, Mo., and Columbus, Ky.	Saint Louis, Iron Mountain and Southern Rwy.	88.19	6.77	4,599 99	4,599 99	52 16
28035	Neelysville and Doniphan	do	121.28	13	10,369 44	10,369 44	55 50
28036	Fort Scott, Kans., and Springfield, Mo.	Kansas City, Fort Scott and Gulf R. R.	39.09	6	853 84	853 84	42 75
28037	Saint Joseph and Albany	Chicago, Burlington and Quincy R. R.	102.72	9.82	11,883 20	11,883 20	114 57
28038	North Springfield and Bolivar	Saint Louis and San Francisco Rwy.	39.42	6	2,757 60	2,757 60	53 87
28039	Pierce City, Mo., and Fort Smith, Ark.	do	139.88	7	2,089 65	2,089 65	53 01
28040	Pleasant Hill and Joplin	Missouri Pacific Rwy.	132.70	14	11,362 45	11,362 45	81 23
28041	Miami, Kans., and Carbon Centre, Mo.	Kansas City, Fort Scott and Gulf R. R.	24.05	7	10,631 82	10,631 82	79 82
28042	Sedalia and Warsaw	Missouri Pacific Rwy.	43.18	6	1,028 14	1,028 14	42 75
28043	Summitville and Boone Terre	Saint Joe and Desloge Rwy.	43.30	48	1,845 94	1,845 94	42 75
28044	Bigelow and Burlington Junction	Kansas City, Saint Joseph and Council Bluffs R. R.	32.11	6	544 30	544 30	42 75
28045	Cape Girardeau and Wappapello	Cape Girardeau Southwestern Rwy.	52.01	8.04	1,619 95	1,619 95	56 45
28046	Corning and Northborough	Kansas City, Saint Joseph and Council Bluffs R. R.	28.02	6	2,268 15	2,268 15	43 61
28047	Jefferson City and Barnell	Missouri Pacific Rwy.	45.54	6	1,509 44	1,509 44	53 87
28048	Alleville and Jackson	Saint Louis, Iron Mountain and Southern Rwy.	10.90	6	1,946 83	1,946 83	42 75
28049	Mineral Point and Potosi	do	4.44	9	722 47	722 47	42 75
28050	Palmyra and Hannibal	Hannibal and Saint Joseph R. R.	15.93	17	189 81	189 81	42 75
28051	Bird's Point, Mo., and Texarkana, Ark.	Saint Louis, Arkansas and Texas Rwy.	418.05	7	27,524 41	27,524 41	65 84
28052	Faw Paw and New Madrid	do	6.14	12	362 48	362 48	42 75

For 237.20 miles, Saint Louis to Pierce City.

322.92 miles land grant, Poplar Bluff to Texarkana, Ark.
All land grant.

All land grant.

C.—Railroad service as in operation on the 30th of June, 1887.—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	Annual pay for transportation.	Annual pay for office cars, railway post.	Total annual pay.	Cost per mille for transportation.	Cost per mille for office cars, railway post.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
MISSOURI—continued.										
28053	North Springfield and Chadwick	Saint Louis and San Francisco Rwy.	34.70	6	1,570 68	.....	1,576 68	45 32	.....
28054	Oregon, Mo., and Galena, Kans.	do	21.00	10.38	897 75	.....	897 75	42 75	.....
28055	Clinton and Brownington	Kansas City and Southern Rwy.	14.55	6	493 76	.....	493 76	42 75	.....
28056	Raymore Junction (n.c.) and Ash Grove.	Kansas City, Clinton and Springfield Rwy.	129.29	6	5,859 42	.....	5,859 42	45 32	.....
28057	Altamont (n.c.) and Rushville	Saint Joseph and Iowa R. R.	65.91	6	.....	.....	.....	.....	.....	Pay not fixed.
28058	Nevada, Mo., and Chetopa, Kans.	Nevada and Minden Rwy	77.18	6	.....	.....	.....	.....	.....	Do.
28059	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....
28060	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....
28061	Partonsburgh, Mo., and Council Bluffs, Iowa.	Wabash, Saint Louis and Pacific Rwy.	144.86	6	19,446 00	.....	19,446 00	134 24	.....	Formerly part of 28013.
28062	Union Depot, Saint Louis, Mo., and terminal of all railroads at East Saint Louis, Ill.	Saint Louis Bridge Company and the Tunnel Railroad Company of Saint Louis, Mo.	.....	.....	25,000 00	.....	25,000 00	.....	.....	.....
ARKANSAS.										
28061	Memphis, Tomb, and Little Rock, Ark.	Memphis and Little Rock R. R.	135	14	15,606 00	.....	15,606 00	115 60	.....	All land grant.
28062	Helen and Clarewood	Arkansas Midland R. R.	48.77	6	2,084 91	.....	2,084 91	42 75	.....	.....
28063	Little Rock and Fort Smith	Little Rock and Fort Smith Rwy.	168	7	11,719 68	.....	11,719 68	69 76	.....	Do.
28064	Tripp and Warren	Saint Louis, Iron Mountain and Southern Rwy.	49.25	6	2,273 ..	.....	2,273 87	46 17	.....	.....
28065	Madven and Hot Springs	Hot Springs R. R.	25.40	14	2,106 67	.....	2,106 67	82 94	.....	.....
28066	Brinkley and Jacksonville	Batesville and Brinkley R. R.	57.39	6	2,564 47	.....	2,564 47	42 75	.....	.....
28067	Little Rock and Arkansas City	Saint Louis, Iron Mountain and Southern Rwy.	113.75	7.38	8,753 06	.....	8,753 06	76 95	.....	.....
28068	Forest City and Helena	do	44.65	7	2,901 35	.....	2,901 35	64 08	.....	.....
28069	Nashville and Hope	Arkansas and Louisiana Rwy	27.53	14	1,624 27	.....	1,624 27	59 00	.....	.....
28070	Gardon and Camden	Saint Louis, Iron Mountain and Southern Rwy.	37.07	6	1,648 13	.....	1,648 13	44 46	.....	.....

29011	Searcy and West Point R. R.	4.76	21	232 00	252 00	48 74
29012	Saint Louis, Iron Mountain and Southern Rwy.	97.76	9.80	6,519 61	6,519 61	66 69
29013	Eureka Springs Rwy.	30.82	14	1,459 69	1,459 69	70 11
29014	Saint Louis, Iron Mountain and Southern Rwy.	28.96	7	1,485 13	1,485 13	61 39
29015	Saint Louis, Arkansas and Texas Rwy. Co. in Arkansas and Missouri.	6.72	7	267 28	287 28	42 75
29016	Varner and Cummins.	5.75	6	245 81	245 81	42 75
29017	Southwestern Arkansas and Indian Territory R. R.	14.58	6	623 29	623 29	42 75
29018	Bentonville R. R.	7.05	13	307 45	307 45	43 61
29019	Saint Louis and San Francisco Rwy.	13.97	6	62,442 67	62,442 67	
LOUISIANA.						
30001	Vacant.					
30002	New Orleans and Cheneyville	171.54	14	17,747 52	17,747 52	103 46
30003	Morgan City and Cheneyville	83.52	11.95	26,968 66	26,968 66	111 49
30004	Sobriever and Houma	15.25	14	652 36	652 36	43 75
30005	Vidalia and Troyville.	25.60	6	1,094 40	1,094 40	42 75
30006	Clinton and Port Hudson.	22.10	4.20	944 77	944 77	42 75
30007	Bayou Sara and Woodville.	26.29	4	1,123 89	1,123 89	42 75
30008	Vicksburg, Miss., and Shreveport, La.	172.66	7	11,100 31	11,100 31	61 29
30009	Schriever and Thibodeaux.	5.77	14	246 66	246 66	42 75
30010	La Fayette, La., and Orange, Tex.	113.25	7	15,589 99	15,589 99	137 66
30011	Shreveport and Cheneyville	156.57	14	14,457 67	14,457 67	92 34
30012	Cades and Saint, Martinsville	7.06	14	301 81	301 81	42 75
30013	Baton Rouge Junction (n. o.) and Baton Rouge.	9.50	7	406 12	406 12	42 75
30014	Vacant.					
30015	Baldwin Station (n. o.) and Louisa.	15.25	7	651 93	651 93	42 75
30016	Shreveport and Logansport.	41.72	7	1,783 53	1,783 53	42 75
TEXAS.						
31001	Houston and Galveston.	51.40	21	6,855 73	6,855 73	133 38
31002	Houston and San Antonio	218.01	7	26,841 39	26,841 39	123 12

Pay not fixed.

Land grant.
Not land grant.

Pay based on service
not less than 6 round
trips per week.
Do.
All land grant.

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and terminl.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
TEXAS—continued.										
31003	Houston and Denison.....	Houston and Texas Central Rwy.	337.09	14	54,473 74	.....	54,473 74	161 00	.....
31004	Hempstead and Austin.....	do	115.16	14	9,354 44	.....	9,354 44	81 83	.....
31005	Bremont and Albany.....	do	230.89	7.77	17,570 72	.....	17,570 72	76 10	.....
31006	Longview and Houston.....	International and Great Northern R. R.	233.45	7	33,133 55	.....	33,133 55	141 90	.....
31007	Palestine and Laredo.....	do	415.80	8.96	53,326 35	.....	53,326 35	128 95	.....
31008	Houston and Columbia.....	do	51	6	2,180 25	.....	2,180 25	42 75	.....
31009	Shreveport, La., and State Line (n. o.), Tex. } State Line (n. o.) and El Paso.....	Texas and Pacific Rwy. } do	19.30 } 815.42 }	10.68 }	125,012 87 }	.....	125,012 87 }	127 22 } 159 03 }	.....	Land grant. 91.50 miles, Sierra Blanca to El Paso, at \$81.25 per mile.
31010	Texas, Ark. and Marshall, Tex.	do	69.64	14	15,838 23	.....	15,838 23	227 43	.....
31011	Whitesborough, Tex., and Texas, Ark.	do	173.44	7	16,905 19	.....	16,905 19	57 47	.....
31012	Houston and Orange.....	Texas and New Orleans E. R.	106.33	7	14,637 33	.....	14,637 33	137 66	.....
31013	Jefferson and McKinney.....	Missouri, Kansas and Texas Rwy.	155.46	6	8,906 30	.....	8,906 30	57 29	.....
31014	Columbus and La Grange.....	Galveston, Harrisburgh and San Antonio, Rwy.	31.00	6	1,404 93	.....	1,404 93	44 46	.....
31015	Henderson and Overton.....	International and Great Northern R. R.	17.01	7	756 26	.....	756 26	44 46	.....
31016	Corpus Christi and Laredo.....	Mexican National Rwy Co., Lessee Texas Mexican Rwy.	161.60	6	8,981 72	.....	8,981 72	55 58	.....
31017	Denison and Mineola.....	Missouri, Kansas and Texas Rwy.	103.19	7	7,499 54	.....	7,499 54	72 68	.....
31018	Brownsville and Isabel.....	Rio Grande E. R.....	23.16	7	990 00	.....	990 00	42 75	.....
31019	Indianola (n. o.) and Cuero.....	Gulf, Western Texas and Pacific Rwy.	66.58	4.71	2,903 55	.....	2,903 55	43 61	.....	Pay based on service of not less than 6 round trips per week.
31020	Houston and Sealy.....	John W. Smith, receiver Texas Western Rwy.	52.87	3	2,260 19	.....	2,260 19	42 75	.....
31021	Waxahachie and Garrett (n. o.).....	Central Texas and Northwest-ern R. R.	12.30	14	736 15	.....	736 15	59 85	.....
31022	Denison and Galbreath.....	Missouri, Kansas and Texas Rwy.	40.81	14	6,280 65	.....	6,280 65	133 90	.....

31028	Houston and Logansport.....	Houston East and West Texas Rwy.	192.70	7	9,555.99	49.99	9,555.99	49.99
31024	Navasota and Conroe.....	Gulf, Colorado and Santa Fé Rwy.	43.95	7	1,878.86	42.75	1,878.86	42.75
31025	Texarkana, Ark., and Gatesville, Tex.	Sante Louis, Arkansas and Texas Rwy. Co. in Texas	305.39	7	20,629.10	67.56	20,629.10	67.56
31026	Georgetown and Round Rock.....	International and Great Northern R. R.	10.32	14	502.99	48.74	502.99	48.74
31027	Galveston and Fort Worth.....	Gulf, Colorado and Santa Fé Rwy.	346.87	7.58	35,588.86	102.60	35,588.86	102.60
31028	Whitenborough and Taylor.....	Missouri, Kansas and Texas Rwy.	234.05	12.94	36,621.80	156.47	36,621.80	156.47
31029	Beaumont and Rockland.....	Sabine and East Texas Rwy.	75.85	6	2,243.56	42.75	2,243.56	42.75
31030	Dallas and Denton.....	Missouri, Kansas and Texas Rwy.	38.07	21	5,969.17	157.82	5,969.17	157.82
31031	Dallas and Kemp.....	Texas Trunk R. R.	49.38	6	2,110.99	42.75	2,110.99	42.75
31032	Micoala and Troup.....	International and Great Northern R. R.	44.54	7	3,508.51	78.66	3,508.51	78.66
31033	Depot International and Great Northern R. R. Co. and Corpus Christi.....	San Antonio and Arkansas Pass Rwy.	156.06	6	8,140.08	59.16	8,140.08	59.16
31084	Pbelps and Huntsville.....	International and Great Northern R. R.	8.38	14	365.45	43.61	365.45	43.61
31035	Dallas and Cleburne.....	Gulf, Colorado and Santa Fé Rwy.	54.10	7	3,052.86	56.48	3,052.86	56.48
31036	Rosenberg and Victoria.....	New York, Texas and Western Rwy.	92.60	7	6,808.87	78.83	6,808.87	78.83
31037	Fort Worth and Quannah.....	Fort Worth and Denver City Rwy.	108.04	7	12,354.74	82.84	12,354.74	82.84
31038	Austin and Burnet.....	W. R. Ebbam, owner of Austin and North-western Rwy.	60.72	6	4,413.12	72.66	4,413.12	72.66
31039	San Antonio and El Paso.....	Galveston, Harrisburgh and San Antonio Rwy.	634.28	7	59,654.08	94.06	59,654.03	94.06
31040	Harwood and Gonzales.....	do	12.62	14	539.50	42.75	539.50	42.75
31041	Echo and Belton.....	Missouri, Kansas and Texas Rwy.	7.06	14	319.95	45.82	319.95	45.82
31042	Guido and Roberts.....	Texas Central Rwy.	62.13	6	2,228.55	43.75	2,228.55	43.75
31043	Spoftord and Eagle Pass.....	Galveston, Harrisburgh and San Antonio Rwy.	34.66	7	1,461.71	42.75	1,461.71	42.75
31044	Tyler and Lufkin.....	Kansas and Gulf Short Line R. R.	89.61	7	3,907.89	43.61	3,907.89	43.61
31045	Beaumont and Sabine Pass.....	Sabine and East Texas Rwy.	31.21	3	1,334.22	42.75	1,334.22	42.75
31046	Trinity and Colmesneil.....	International and Great Northern R. R.	66.81	7	2,856.12	42.75	2,856.12	42.75
31047	Houston and Alvin.....	Gulf, Colorado and Santa Fé Rwy.	23.71	14	1,419.04	59.85	1,419.04	59.85
31048	Longview and Tatum.....	Galveston, Sabine and Sante Louis Rwy.	14.64	6	774.01	42.75	774.01	42.75
31049	Temple and Ballinger.....	Gulf, Colorado and Santa Fé Rwy.	191.41	7	9,171.79	70.11	9,171.79	70.11

Pay not fixed on 44.08 miles.

Pay based on service of not less than six round trips per week.

Pay not fixed on 60.59 miles.

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
TEXAS—continued.										
31050	Somerville (n. o.) and Navasota . . .	Gulf, Colorado and Santa Fe Rwy.	27.20	7	1,162 80	187 06	1,349 86	42 75	20 93	
31051	Coleman Junction (n. o.) and Coleman . . .	do	6.25	6	487 06	187 06	674 12	112 36	31 17	
31052	Fort Worth and Waxahachie . . .	Fort Worth and New Orleans Rwy.	41.88	6	1,898 00	1,898 00	3,796 00	45 82	45 82	
31053	Dallas and Honey Grove . . .	Gulf, Colorado and Santa Fe Rwy.	80.71	6	2,808 29	2,808 29	5,616 58	35 91	35 91	
31054	Fort Worth and Gainesville . . .	do	64.90	6	5,160 84	5,160 84	10,321 68	79 52	79 52	Pay not fixed. Do.
31055	Greenville and Dallas . . .	Dallas and Greenville Rwy.	54.64	6	5,160 84	5,160 84	10,321 68	79 52	79 52	Pay not fixed on 33.95 miles. Pay not fixed.
31056	Taylor and Baetrop . . .	Taylor, Baetrop and Houston Rwy.	35.38	6	1,385 09	1,385 09	2,770 18	32 49	32 49	
31057	Kennedy and Hallettsville . . .	San Antonio and Aransas Pass Rwy.	76.60	6	1,385 09	1,385 09	2,770 18	32 49	32 49	
31058	San Antonio and Boerne . . .	do	34.36	6	667,987 98	667,987 98	1,335,975 96	42 75	42 75	
INDIAN TERRITORY.										
32001	Atoka and Lehigh . . .	Missouri, Kansas and Texas Rwy.	8.11	6	346 70	346 70	693 40	42 75	42 75	
32002	Vinita and Red Fork . . .	Saint Louis and San Francisco Rwy.	68.01	7	2,325 94	2,325 94	4,651 88	34 20	34 20	All land grant.
KANSAS.										
33001	Kansas City, Mo., Denver, Colo . . .	Union Pacific Rwy.	641.02	10.04	115,095 14	115,095 14	2,306,000 28	179 55	179 55	
33002	Lawrence and Leavenworth . . .	do	34.95	7	2,121 81	2,121 81	4,243 62	60 71	60 71	
33003	Atchison and Waterville . . .	Central Branch, Union Pacific R. R.	106.26	7	14,401 34	14,401 34	28,802 68	143 64	143 64	
33004	Lawrence and Coffeyville . . .	Southern Kansas Rwy.	141.87	10.82	15,719 19	15,719 19	31,438 38	110 80	110 80	Land grant.
33005	Cherryvale and Hunnswell . . .	do	181.53	7.30	15,069 39	15,069 39	30,138 78	114 57	114 57	
33006	Kansas City, Mo., Ottawa, Kans . . .	do	68.80	13	9,753 15	9,753 15	19,506 30	165 87	165 87	
33007	Saint Joseph, Mo., Grand Island, Nebr. . .	Saint Joseph and Grand Island R. R.	237.82	13	19,851 71	19,851 71	39,703 42	76 60	76 60	Land grant Saint Joseph to Hastings, 237.82 miles.

33008	Kansas City, Mo., Webb City, Mo., Junction City and Parsons	Kansas City, Fort Scott and Gulf R. R. Missouri Pacific Rwy.	181.71	10.76	24,082 02	45,589 00	24,082 02	132 58	Land grant to State line (n. o.) 470.81 miles, R. P. O. Topeka to South Pueblo only, 569.75 miles
33009	.....	.....	187.15	7	9,781 01	.....	9,781 01	62 24	.....
33010	Atchison, Kans., South Pueblo, Colo.	Atchison, Topeka and Santa Fe R. R.	{ 470.41 } { 166.04 }	16.03	127,302 44	.....	172,942 44	{ 193 57 } { 241 97 }	80 00
33011	Newton and Arkansas City	.....do	78.81	8.41	7,412 08	.....	7,412 08	94 05	.....
33012	Atchison, Kans., Columbus, Nebr.	Burlington and Missouri River R. R. (in Nebraska).	226.48	8.62	26,597 23	.....	26,597 23	134 24	.....
33013	Leavenworth and Miltonvale.	Kansas Central R. R.	106.18	6	11,082 54	.....	11,082 54	66 69	.....
33014	Vacant.	Junction City and Fort Kearney Rwy.	70.77	12.36	6,474 74	.....	6,474 74	91 49	.....
33015	Junction City and Concordia	Atchison, Topeka and Santa Fe R. R.	66.88	14	21,043 12	5,350 40	26,393 52	314 64	80 00
33016	Topeka, Kans., Kansas City, Mo.	.....do	75.03	0	8,207 53	.....	8,207 53	50 45	.....
33017	Flournoe and Winfield	.....do	47.01	8.16	2,483 59	.....	2,483 59	53 01	.....
33018	Vacant.	Southern Kansas Rwy.	38.77	7	1,790 01	.....	1,790 01	46 17	.....
33019	Ottawa and Burlington	Saint Louis and San Francisco Rwy.	77.65	12	3,717 87	.....	3,717 87	47 58	.....
33020	Emporia and Howard	Central Branch Union Pacific R. R.	20.69	8.83	2,470 59	.....	2,470 59	119 70	.....
33021	Waterville and Washington	.....do	43.19	7	5,962 24	.....	5,962 24	138 61	.....
33022	Greenleaf and Concordia	Atchison, Topeka and Santa Fe R. R.	73.97	7	4,808 57	.....	4,808 57	64 98	.....
33023	Cherryvale and Arandia	Kansas City, Fort Scott and Gulf R. R.	57.96	13	4,601 02	.....	4,601 02	79 82	.....
33024	Solomon City and Beloit	Solomon R. R.	138.70	7	14,824 25	.....	14,824 25	106 98	.....
33025	Concordia and Lenora	Central Branch Union Pacific R. R.	30.86	7	1,319 26	.....	1,319 26	42 75	.....
33027	Yuma and Warwick	.....do	36.78	7	1,572 34	.....	1,572 34	42 76	.....
33028	Salina and McPherson	Sabina and Southwestern Rwy	24.05	7	1,583 45	.....	1,583 45	65 84	.....
33029	Downs and Alton	Central Branch Union Pacific R. R.	99.01	6	6,857 43	.....	6,857 43	69 26	.....
33030	Florence and Ellenwood	Atchison, Topeka and Santa Fe R. R.	61.56	7	4,526 50	.....	4,526 50	73 63	.....
33031	Paola and Le Roy Junction (n. o.) James town and Burr Oak	Missouri Pacific Rwy. Central Branch Union Pacific R. R.	33.86	7	1,881 93	.....	1,881 93	55 58	.....
33032	Ossawatimic and Ottawa	Missouri Pacific Rwy.	21.42	7	915 70	.....	915 70	42 75	.....
33033	Burlington and Manhattan	Manhattan, Alma and Burlingtoname Rwy.	57.57	0	8,378 93	.....	8,378 93	59 00	.....
33034	Wellington and Kiowa	Southern Kansas Rwy.	69.33	7	5,631 07	.....	5,631 07	81 23	.....
33035	Fort Scott and Anthony	Saint Louis, Fort Scott and Wichita R. R.	214.48	7	16,770 71	.....	16,770 71	73 63	.....
33037	Mulvane and Caldwell	Atchison, Topeka and Santa Fe R. R.	38.33	6	2,883 94	.....	2,883 94	75 24	.....
33038	Leavenworth and Meriden Junction (n. o.)	Leavenworth, Topeka and Southwestern Rwy.	47.07	6	2,012 24	.....	2,012 24	42 75	.....

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of routes.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
KANSAS—continued.										
33039	Girard and Chanute.	Southern Kansas Rwy.	41.35	6	1,768 14	97 75	1,768 14	42 75		
33040	Atchison and Omaha.	Missouri Pacific Rwy.	166.42	13	16,220 95	97 43	16,220 95	97 43		
33041	Atchison and Emporia.	Southern Kansas Rwy.	56.85	6	2,570 44	45 32	2,570 44	45 32		
33042	Wichita and Kingman.	Wichita and Western R. R.	48.10	12	3,629 22	78 60	3,629 22	78 60		
33043	Wier City Junction (n. e.) and Wier.	Kansas City, Fort Scott and Gulf R. R.	3.90	14	160 72	42 75	160 72	42 75		
33044	Lawrenceburgh and Belleville.	Junction City and Fort Kearney Rwy.	17.13	7	732 30		732 30	42 75		
33045	Butler, Mo., and Le Roy, Kansas.	Saint Louis and Emporia R. R.	79.83	7	2,354 82		2,354 82	45 32		Pay not fixed on 27.87 miles.
33046	El Dorado and McPherson.	Saint Louis, Fort Scott and Wichita R. R.	62.17	7	2,179 68		2,179 68	35 06		
33047	Alton and Stockton.	Rooks County R. R.	19.07	7	1,125 13		1,125 13	50 00		
33048	Atchua and Medicine Lodge.	Southern Kansas Rwy.	21.70	7	1,525 59		1,525 59	70 11		Pay not fixed on 14.53 miles.
33049	Beaumont and Blair.	Saint Louis and San Francisco Rwy.	166.14	7	4,072 98		4,072 98	44 46		Pay not fixed on 36.42 miles.
33050	Council Grove and Salina.	Topoka, Salina and Western Rwy.	72.22	6	1,530 45		1,530 45	42 75		
33051	Wichita and Hutchinson.	Wichita and Colorado Rwy.	47.95	11 63	2,545 89		2,545 89	53 87		
33052	Hutchinson and Kinsley.	Chicago, Kansas and Western R. R.	84.20	6	4,751 40		4,751 40	56 43		
33053	Independence and Cedar Vale.	do.	56.12	7	2,659 31		2,659 31	47 03		
33054	Manhattan and Marysville.	Manhattan and Blue Valley R. R.	53.64	7	3,092 46		3,092 46	55 58		
33055	Quenemo and Osage City.	Chicago, Kansas and Western R. R.	20.60	12	598 84		598 84	29 07		
33056	Chestopa and Cedar Vale.	Denver, Memphis and Atlantic Rwy.	80.15	6						Pay not fixed.
33057	Salina and Lincoln.	Salina, Lincoln and Western Rwy.	30.12	6	1,884 01		1,884 01	52 16		
33058	Belle Plaine and Stafford.	Denver, Memphis and Atlantic Rwy.	91.90	6						Do.
33059	Great Bend and Neos City.	Chicago, Kansas and Western R. R.	65.43	6	3,636 50		3,636 50	55 58		Do.
33060	Topoka and Fort Scott.	Kansas, Nebraska and Dakota Rwy.	130.79	6						Do.

Station	Line	24.12	6	556 18	536 18	22 23	Do.
33061	Larned and Bardett	24.12	6	556 18	536 18	22 23	Do.
33062	Kingman and Cullison	44.52	6	2,892 90	2,892 90	64 08	Do.
33063	Le Roy and Independence	68.85	6				Do.
33064	Howard and Mollou	8.76	6	411 98	411 98	47 03	Do.
33065	Little River and Hollyrood	27.15	6	1,021 38	1,021 38	37 62	Do.
33066	Omaha and Longton	45.13	7	4,167 30	4,167 30	92 34	Do.
33067	Ottawa and Council Grove	71.34	6				Do.
33068	Mulvane and Spivey	51.67	6				Do.
33069	Benedict and Coyville	16.98	6				Do.
33070	Sallina and M-Cracken	126.25	6				Do.
33071	Holington Station (n. o.) and Great Bend	16.34	6				Do.
33072	Colony and Neecho Falls	12.17	0				Do.
33073	Anthony and Kiowa	36.43	6				Do.
33074	Hutchinson and Geneseo	41.84	0				Do.
NEBRASKA.							
34001	Union Pacific Transfer (n. o.), Iowa and Ogden City, Utah, Ashland and Hastings	293.03 741.21 121.98	0.58 14.58	423,572 90 24,300 85	50,937 75 6,009 60	409 85 199 22	From Plattsmouth to Ashland covered by Route 34088.
34002	Burlington and Missouri River R. R. (in Nebraska)	121.98	14.58	24,300 85	6,009 60	199 22	50 00
34003	Omaha and Covington	121.74	10.74	11,762 51	11,762 51	96 62	
34004	Omaha and Orocopolis Junction (n. o.)	16.60	27	2,611 51	2,611 51	157 82	
34005	Nemaha City and York	137.41	6	11,748 53	11,748 55	85 50	
34006	Cerro and Beatrice	39.57	15.5	3,816 05	3,816 05	124 83	
34007	Coburn Junction (n. o.) and Ponca	16.44	6	702 81	702 81	42 75	
34008	Valley and Stromsburg	90.42	6.41	6,339 34	6,339 34	70 11	
34009	Hastings, Nelie, and Denver, Colo	387.37	12.89	57,629 03	6,509 00	148 77	R. P. O. only between Hastings and McCook, 131.98 miles.
34010	Fremont, Neb., and Rapid City, Dak	516.25	7.43	75,476 18		147 92	
34011	York and Central City	42.00	6	3,016 94		71 82	
34012	Columbus and Norfolk	56.68	7.09	3,076 78		60 71	

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
NEBRASKA—continued.										
34013	Lincoln and Marysville.	Omaha and Republican Valley R. R.	78.48	7	5,636 43	5,636 43	5,636 43	71 82		
34014	Valparaiso and Lincoln	do	20.59	13	1,760 44	1,760 44	1,760 44	85 50		
34015	Grand Island and Ovd.	do	62.44	6	3,402 40	3,402 40	3,402 40	67 55		Pay not fixed on 12.07 miles.
34016	Beatrice and Red Cloud	Republican Valley R. R.	120.25	14.14	17,170 49	17,170 49	17,170 49	142 79		
34017	Oconee and Abbon	Omaha, Niobrara and Black Hills, R. R.	34.17	6	1,980 64	1,980 64	1,980 64	58 14		
34018	Norfolk June, (n. o.) and Creighton	Fremont, Elkhorn and Missouri Valley R. R.	42.53	6	2,145 63	2,145 63	2,145 63	59 45		
34019	Nemaha City and Beatrice	Republican Valley R. R.	67.90	6	4,470 53	4,470 53	4,470 53	65 84		
34020	Wymore and Table Rock	do	40.87	13	6,185 26	6,185 26	6,185 26	151 34		
34021	Emerson and Norfolk.	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	47.09	6	2,335 19	2,335 19	2,335 19	45 59		
34022	Wakefield and Hartington	do	33.94	6	1,450 93	1,450 93	1,450 93	42 75		
34023	Vacant.									
34024	Beatrice and Hebron	Nebraska and Colorado R. R.	19.29	12	521 55	521 55	521 55	42 75		
34025	Genoa and Cedar Rapids	Omaha, Niobrara and Black Hills R. R.	30.71	6	1,312 85	1,312 85	1,312 85	42 75		
34026	De Witt and Superior	Nebraska and Colorado R. R.	85.52	6	1,010 18	1,010 18	1,010 18	42 75		Pay not fixed on 61.89 miles.
34027	Aurora and Grand Island.	Republican Valley R. R.	19.90	6	1,894 40	1,894 40	1,894 40	94 91		
34028	Odell and Concordia	Chicago, Nebraska and Kansas R. R.	72.29	6	4,697 40	4,697 40	4,697 40	64 08		
34029	Hastings and Oxford	Republican Valley R. R.	106.26	11.62	17,443 64	17,443 64	17,443 64	164 16		
34030	Kearney and Kearney	Burlington and Missouri River R. R. (in Nebraska).	24.57	7	1,344 47	1,344 47	1,344 47	54 72		
34031	Holdrege and Elwood	Nebraska and Colorado R. R.	28.72	6	1,227 78	1,227 78	1,227 78	42 75		
34032	Republican City and Oberlin	Republican Valley and Kansas and Burlington, Kansas and Southwestern R. R. Cos.	78.73	6	5,587 46	5,587 46	5,587 46	70 97		
34-3	S. J. Paul and Loop City	Omaha and Republican Valley R. R.	30.59	6	808 83	808 83	808 83	42 75		Pay not fixed on 20.67 miles.
34034	Fairmont and Hebron	Burlington and Missouri River R. R. (in Nebraska).	35.46	6						Pay not fixed.

34033	Chadron, Nebr., and Douglas, Wyo.	140.38	6	8,522.40	8,522.40	60.71	Do.
34036	Grand Island and Anselmo	60.83	6				Do.
34037	Fremont and Lincoln	62.97	6	2,717.36	2,717.36	31.30	Do.
34038	Omaha and Ashland	31.20	6		780.00		Pay not fixed for transportation. Do.
34039	Piattmouth and Ashland	31.97	14.58		784.25		Pay not fixed. Do.
34040	Weeping Water and Lincoln	35.11	6			41.90	Do.
34041	Scribner and Lindsay	64.11	6	2,686.20	2,686.20		Do.
34042	Elwood and Curtis	44.32	6				Do.
34043	Edgar and Holdrege	81.11	6				Do.
34044	Aurora and Hastings	26.84	6				Do.
	DAKOTA.	4,253.20		730,371.65	730,371.65		
35001	Sioux City, Iowa, and Mitchell, Dak.	138.18	9.50	10,751.78	10,751.78	77.81	
35002	Marion and Chamberlain	111.65	12	14,415.13	14,415.13	129.11	
35003	Breckenridge and Hope	36.23	5.04	7,016.13	7,016.13	75.24	Pay based on a service of not less than six round trips per week.
35004	Vacant.	157.84	6			99.18	
35005	Fargo and Neche	113.71	6	15,654.57	15,654.57	59.85	
35006	Forest and Park River	38.31	6	6,325.24	6,325.24	57.29	
35007	Flandreau and Sioux Falls		6	2,252.06	2,252.06		
35008	Chicago, Milwaukee and Saint Paul Rwy.	85.30	6	8,022.46	8,022.46	94.05	
35009	Bean and Woonsocket	17.20	6	737.86	737.86	74.80	
35010	Millbank and Winnet	91.26	7	7,285.17	7,285.17	82.08	
35011	Yurok and Columbia	70.30	7	5,770.22	5,770.22	60.71	
35012	Ashron and Ellendale	41.41	6	2,514.00	2,514.00	45.32	
35013	Ripon and Portland Junction (n. o.)	48.21	12	2,184.87	2,184.87	57.29	
35014	Brookings and Watertown	88.10	6	5,047.24	5,047.24	49.59	
35015	Fargo and La Motre	90.23	6	4,475.49	4,475.49	108.59	
35016	Minnetonka and Minnewaukon	36.10	7	10,485.49	10,485.49	42.75	
35017	Mitchell and Ashton	36.35	6	1,553.96	1,553.96	61.56	
35018	Sanborn and Cooperstown	119.52	6	7,357.65	7,357.65	42.75	
35019	Fargo and Ortonville	48.87	6	2,689.19	2,689.19	47.03	
35020	Janestown and La Motre	29.39	13	1,382.21	1,382.21		
35021	Centerville and Yankton						

C.—Railroad service as in operation on the 30th of June, 1887.—Continued.

Number of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
DAKOTA—continued.										
35022	Audover and Harlem	Chicago, Milwaukee and Saint Paul Rwy.	55.79	6	2,003 40	.....	2,003 40	35 91	.....	Pay not fixed.
35023	Columbia and Oakes	Chicago and Northwestern Rwy.	30.30	6	.....	.....	.....	.....	.....	.....
35024	Redfield and Faulkton	do	32.61	6	1,226 78	.....	1,226 78	37 62	.....	.....
35025	Tripp and Armour	Chicago, Milwaukee and Saint Paul Rwy.	20.23	6	691 86	.....	691 86	34 20	.....	.....
35026	Devil's Lake and Minot	Saint Paul, Minneapolis and Manitoba Rwy.	118.18	6	.....	.....	.....	.....	.....	Do.
35027	Tintah Junction (n. o.), Minn., and Aberdeen, Dak.	do	119.31	6	.....	.....	.....	.....	.....	Do.
35028	Valley Junction (n. o.) and Oakes	James River Valley R. R.	15.21	6	.....	.....	.....	.....	.....	Do.
			1,924 89		119,742 76	.....	119,742 76	.....	.....	.....
MONTANA.										
36001	Silver Bow and Garrison	Utah and Northern Rwy.	44.80	7	3,724 00	.....	3,724 00	82 94	.....	.....
36002	Helena and Wickes	Helena and Jefferson County R. R.	26.61	7	1,139 71	.....	1,139 71	42 75	.....	.....
36003	Smart and Anaconda	Montana Rwy.	8.53	7	394 65	.....	394 65	42 75	.....	.....
			80.99		5,228 36	.....	5,228 36	.....	.....	.....
WYOMING.										
3794	Granger, Wyo., and Huntington, Or.g.	Oregon Short-Line Rwy.	541.34	7	81,000 70	.....	81,000 70	149 63	.....	.....
			541.34		81,000 70	.....	81,000 70	.....	.....	.....
COLORADO.										
38001	Denver and El Moro	Denver and Rio Grande R. R.	205.04	16.38	29,370 90	.....	29,370 90	141 03	.....	.....
38002	Brighton and Boulder	Denver and Boulder Valley R. R.	28.12	7	1,346 38	.....	1,346 38	47 88	.....	.....
38003	Denver and Fort Collins	Colorado Central R. R.	92.61	12.68	9,818 51	.....	9,818 51	106 02	.....	.....

Pay is based upon a service of not less than six round trips per week.

38004	Cucharas and Española.....	Denver and Rio Grande R. R.	200. 00	5. 08	14, 951. 64	14, 951. 64	74. 39
38005	Denver and Leadville.....	Denver, South Park and Pacific R. R.	150. 74	11. 61	13, 275. 67	13, 275. 67	86. 07
38006	La Junta, Colo., and Deming, N. Mex.	Atchison, Topeka and Santa Fé R. R.	573. 05	7	95, 056. 84	95, 056. 84	164. 16
38007	Denver, Colo., and Cheyenne, Wyo.	Union Pacific Rwy.	107. 39	14. 73	11, 936. 39	11, 936. 39	111. 15
38008	Vacant.						
38009	Poncho Springs and Monarch.....	Denver and Rio Grande R. R.	12. 09	6	657. 84	657. 84	42. 75
38010	Canon City and West Cliff.....	do.	32. 82	6	1, 576. 44	1, 576. 44	47. 03
38011	Alamosa and Del Norte.....	do.	31. 85	6	1, 368. 97	1, 368. 97	43. 61
38012	Salida and State Line (n. o.)	do.	244. 51	7. 40	20, 551. 34	20, 551. 34	108. 59
38013	Vacant.						
38014	Schwander's Station (n. o.) and Castleton.	Denver, South Park and Pacific R. R.	83. 93	7	4, 377. 78	4, 377. 78	53. 16
38015	Mears and Villa Grove.....	Denver and Rio Grande R. R.	20. 16	6	801. 84	801. 84	42. 75
38016	Gunnison and Crested Butte.....	do.	28. 62	6	1, 223. 50	1, 223. 50	42. 75
38017	Julesburg and La Salle.....	Colorado Central R. R.	150. 90	14	12, 648. 93	12, 648. 93	83. 79
38018	Malta and Red Cliff.....	Denver and Rio Grande R. R.	27. 84	6	1, 190. 16	1, 190. 16	43. 75
38019	South Pueblo (n. o.) and Leadville.....	do.	161. 32	14. 20	22, 207. 81	22, 207. 81	137. 66
38020	Golden and Silver Plume.....	Colorado Central R. R.	39. 22	12. 93	3, 085. 04	3, 085. 04	78. 66
38021	Forka Creek and Central City.....	do.	11. 47	14	588. 41	588. 41	51. 30
38022	Bear Creek Junction (n. o.) and Morrison.	Denver, South Park and Pacific R. R.	9. 53	7	408. 26	408. 26	42. 75
38023	Denver and Pueblo.....	Denver, Texas and Gulf R. R.	126. 48	7	7, 029. 75	7, 029. 75	55. 68
38024	Gato and Loudon.....	Denver, South Park and Pacific R. R.	15. 57	7	665. 61	665. 61	42. 75
38025	Manitou Junction (n. o.) and Colorado Springs.	Denver, Texas and Gulf R. R.	9. 92	14	424. 08	424. 08	42. 75
38026	Dickey Station (n. o.) and Dillon.....	Denver, South Park and Pacific R. R.	2. 94	7	125. 68	125. 68	42. 75
38027	Greeley and Stout.....	Greeley, Salt Lake and Pacific Rwy.	39. 17	6. 63	2, 311. 03	2, 311. 03	59. 00
38028	Denver and Lyons.....	Denver, Utah and Pacific R. R.	44. 97	6	1, 922. 46	1, 922. 46	42. 75
38029	Boulder and Sunnyside.....	Greeley, Salt Lake and Pacific Rwy.	13. 05	6	557. 86	557. 86	42. 75
38030	Colorado Springs Station (n. o.) and Manitou Station (n. o.)	Denver and Rio Grande R. R.	5. 40	14	240. 08	240. 08	44. 46
38031	Como and Buena Vista.....	Denver, South Park and Pacific R. R.	48. 38	9. 94	2, 967. 14	2, 967. 14	60. 71
			2, 530. 70		268, 765. 95	268, 765. 95	
39001	Lamy and Santa Fé.....	Atchison, Topeka and Santa Fé R. R.	19. 19	14	1, 132. 21	1, 132. 21	59. 00
39002	Antonito, Colo., and Silverton, Colo.	Denver and Rio Grande R. R.	217. 65	6	16, 146. 84	16, 146. 84	74. 39
39003	Albuquerque, N. Mex., and Needles, Cal.	Atlantic and Pacific R. R.	574. 80	7	61, 734. 21	61, 734. 21	107. 39

Land grant.

C.—Railroad service as in operation on the 30th of June, 1887.—Continued

Number of route.	State and termin.	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
NEW MEXICO—continued.										
3004	Rincon, N. Mex., and El Paso, Tex.	Atchison, Topeka and Santa Fe R. R.	77.20	7	6,431 01	.....	6,431 01	80 78	.....
3005	Pending, N. Mex., and El Paso, Tex.	Central Pacific R. R. Co. (Essex Southern Pacific R. R. of New Mexico)	88.70	7	11,375 77	.....	11,375 77	128 25	.....
3006	Deming and Silver City.....	Silver City, Deming and Pacific R. R.	47.86	7	2,537 05	.....	2,537 05	53 01	.....
3007	Las Vegas and Las Vegas Hot Springs.....	Atchison, Topeka and Santa Fe R. R.	6.45	21	275 73	.....	275 73	42 75	.....
3008	Null Station (n. o.) and Lako Valley.....	do	13.25	7	568 43	.....	568 43	42 75	.....
3009	San Antonio and Carlthage.....	do	9.01	7	400 58	.....	400 58	44 46	.....
3010	Socorro and Magdalena.....	do	27.65	7	1,182 03	.....	1,182 03	42 75	.....
3011	Espanola and Santa Fe.....	Texas Santa Fe and Northern R. R.	38.85	6	996 50	.....	996 50	25 65	.....
3012	Lordsburg, N. Mex., and Clifton, Ariz.	Arizona and New Mexico Rwy.	71.51	6	.....	.....	.....	.....	.....	Pay not fixed.
			1,101.58		103,277 86	.....	103,277 86	.....	.....
ARIZONA.										
4001	Yuma, Ariz., and Deming, N. Mex.	Central Pacific R. R. Co. (Essex Southern Pacific R. R. of Arizona).	467.18	7	74,295 63	.....	74,295 63	150 03	.....
4002	Benson and Nogales.....	New Mexico and Arizona R. R.	88.50	7	5,145 30	.....	5,145 30	58 14	.....	Do.
4003	Seligman and Prescott.....	Prescott and Arizona R. R.	74.88	6	.....	.....	.....	.....	.....
			630.56		79,441 02	.....	79,441 02	.....	.....
UTAH.										
4101	Ogden City and Frisco.....	Utah Central Rwy.....	281.65	7	21,015 18	.....	21,015 18	77 81	.....
4102	State Line (n. o.) and Ogden City...	Denver and Rio Grande Western Rwy.	313.82	7	27,638 12	.....	27,638 12	88 07	.....
4103	Ogden City, Utah, Butte City, Idaho.	Utah Northern Rwy.....	416.95	7.11	54,800 80	.....	54,800 80	131 67	.....
4104	Bingham Junction (n. o.) and Bingham Canyon.	Denver and Rio Grande Western Rwy.	17.33	7	740 85	.....	740 85	42 75	.....

41005	Salt Lake City and Stockton.....	40.50	6	1,731 37	1,731 37	42 75	
41006	Bingham Junction (n. o.) and Alta Western Rwy.	18.82	6	783 18	783 18	42 75	
41007	Vacant.....						
41008	Echo City and Park City.....	28.29	10.5	1,451 27	1,451 27	51 30	
41010	Echo City and Park City R. R.....	17.40	6	743 85	743 85	42 75	
41011	Colton and Scofield.....						
	Western Rwy.						
	San Pete Valley Rwy.....	31.06	6	1,805 82	1,805 82	58 14	
	Salt Lake and Western Rwy.....	54.25	6	2,319 18	2,319 18	42 75	
	Lehi Junction and Silver City.....						
		1,219.57		114,028 62	114,028 62		
	IDAHO.						
42001	Shoshone and Ketchum.....	70.01	6	4,010 87	4,010 87	57 29	
42002	Hanser Junction (n. o.) and Cour d'Alene.	13.88	6	415 42	415 42	29 03	
		88.89		4,426 29	4,426 29		
	WASHINGTON TERRITORY.						
43001	Portland, Oreg., and Tacoma, Wash.	146.66	7	16,752 97	16,752 97	114 23	Land grant.
43002	Seattle and Newcastle.....	19.25	9.72	822 93	822 93	42 75	
43003	Olympia and Tonino.....	15.84	7	853 30	853 30	53 87	
43004	Walla Walla and Wallula.....	32.05	7	2,033 16	2,033 16	91 49	
43005	Tacoma and Carbonado.....	29.89	8.28	1,159 03	1,159 03	34 20	Do.
43006	Cornell and Moscow.....	117.30	6	6,819 82	6,819 82	58 14	
43007	Renton and Black Diamond.....	18.50	6	458 80	458 80	24 80	
43008	Walla Walla and Dayton.....	38.54	7	2,965 65	2,965 65	76 95	
43009	Wallula, Wash., and Missoula, Mont.	419.51	7	64,562 58	64,562 58	153 90	Do.
43010	Bolles Junction (n. o.) and Riparia.....	21.80	7	1,359 45	1,359 45	42 75	
43011	Pasco and Cle Elum.....	152.21	6	5,142 26	5,142 26	40 36	Land grant. Pay not fixed on 24.80 miles.
43012	Black River Junction (n. o.) and Stuck.....	13.50	7	577 12	577 12	43 75	
43013	Stuck and Puyallup Junction (n. o.).....	7.50	7	329 62	329 62	43 75	
43014	Starbuck and Pomeroy.....	29.33	6	1,489 78	1,489 78	50 45	
43015	Marshall and Rosalia.....	27.18	6				Pay not fixed.
		1,108.27		106,217 47	106,217 47		

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

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			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
OREGON.										
44001	Portland and Ashland	Oregon and California R. R.	342.58	7.41	37,491.95	37,491.95	109.44	
44002	Portland and Corvallis	do	67.78	6	6,772.24	.....	6,772.24	69.28	.....
44003	Umatilla and Huntington.	Oregon Rwy. and Navigation Co.	218.04	7	29,082.17	.....	29,082.17	133.38	.....
44004	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....
44005	Portland, Oreg., and Wallula, Wash. Ter.	do	214.76	7	41,498.07	.....	41,498.07	193.23	.....
44006	Albany and Yaquina	Oregon Pacific R. R.	85.16	6	3,232.68	.....	3,232.68	44.46	.....
44007	Portland and Coburg	Oregonian Rwy. Co. (Limited) Line.	123.38	6	6,837.46	.....	6,837.46	55.58	.....
44008	Dundee Junction (n. o.) and Altrio.	do	53.60	6	2,024.04	.....	2,024.04	38.48	.....
44009	Sheridan Junction (n. o.) and Sheridan.	do	7.21	12	231.92	.....	231.92	30.78	.....	Pay not fixed on 12.45 miles.
			1,141.51		127,180.53		127,180.53			
NEVADA.										
45001	Virginia City and Reno	Virginia and Truckee R. R.	53.03	7	4,856.28	.....	4,856.28	91.49	.....
45002	Paloalto and Eureka	Eureka and Palisade R. R.	90.88	3	5,283.75	.....	5,283.75	58.14	.....
45003	Battle Mountain and Anatin	Nevada Central Rwy.	60.15	3	3,082.16	.....	3,082.16	42.75	.....	Pay is based upon a service of not less than six round trips per week.
45004	Mound House, Nev., and Keeler, Cal.	Carson and Colorado R. R.	263.00	5.07	17,085.02	.....	17,085.02	68.14	.....	Do.
45005	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	Do.
45006	Belleville Junction (n. o.) and Canby, Oreg.	do	7.80	7	453.49	.....	453.49	68.14	.....
			837.91		31,610.70		31,610.70			
CALIFORNIA.										
46001	San Francisco, Cal., and Ogden City, Utah.	Central Pacific R. R.	5,453.40	9.76	292,418.20	42,843.50	335,261.70	350.55	575.00	
			2788.775						70.00	

Land grant.
Pay not fixed on 96.17
miles. R. P. O. only
on 46.74 miles.

R. P. O. only between
Groden and Los An-
geles, 22.76 miles.
Land grant.

46002	San Francisco and Soledad	143.98	12	12,811.00	12,811.00	89.80	89.80	25.00	Land grant.
46003	Roseville and Henley	286.63	8.25	16,889.82	1,108.50	20,038.32	99.18	25.00	Pay not fixed on 96.17 miles. R. P. O. only on 46.74 miles.
46004	Petaluma and Lakeville	7.53	6	321.90		321.90	42.75		
46005	Sacramento City and Shingle Spr'gs	48.60	8.81	3,199.82		3,199.82	65.84		
46006	San Juan City and Napa Junction	13.08	13	592.78		592.78	45.22		
46007	Washland and Graton	9.83	7	434.08		434.08	42.75		
46008	Vallejo Junction (n. o.) and Chilstoga	43.88	13	3,076.42		3,076.42	70.13		
46009	Marysville and Orville	27.50	7	1,318.70		1,318.70	107.11		
46010	Lathrop and Goshen	140.39	13	25,032.60	3,689.75	28,722.35	171.00	25.00	
46011	San Francisco and Cloverdale	84.05	13	9,931.04		9,931.04	117.14		
46012	Stockton and Milton	30.09	9	1,775.31		1,775.31	50.00		
46013	San Pedro and Los Angeles	56.46	7	1,131.16		1,131.16	42.75		
46014	Goshen, Cal., and Yuma, Ariz.	491.76	7.27	60,879.88	6,069.50	66,949.38	123.80	25.00	R. P. O. only between Groden and Los Angeles, 22.76 miles. Land grant.
46015	Ehira and Madison	27.51	6.9	1,199.71		1,199.71	48.61		
46016	San Francisco and Ingram's	87.00	9.3	4,984.23		4,984.23	57.29		
46017	Los Angeles and Santa Ana	55.60	6	2,404.78		2,404.78	67.55		
46018	Visalia and Goshen	7.69	10	392.95		392.95	51.30		
46019	Colias and Nevada City	22.77	14	1,537.48		1,557.46	68.40		
46020	Los Angeles and Santa Monica	19.77	7	845.16		845.16	42.75		
46021	Santa Cruz and Paljaro	22.07	7	943.49		943.49	42.75		
46022	Davisville and Tehama	111.64	7.59	14,986.65	2,791.00	17,777.55	134.24	25.00	
46023	Galt and Fono	27.85	7	1,452.65		1,452.65	52.16		
46024	West Oakland Station (n. o.), and Berkeley	5.20	16	226.77		226.77	43.61		
46025	San Anselmo (n. o.) and San Quentin	6.00	19	250.50		250.50	42.75		
46026	San Francisco and Alameda	11.26	20.60	590.61		590.61	44.48		
46027	Fulton and Guerneville	16.04	7	685.71		685.71	42.75		
46028	San Francisco and Sacramento	140.55	11.50	17,425.28		17,425.28	123.08		
46029	Niles and San Jose	18.30	13	923.23		923.23	50.45		
46030	Montevideo and Colusa	16.67	6	712.64		712.64	49.75		
46031	San Francisco and Santa Cruz	83.10	13.8	6,223.91		6,223.91	76.10		
46032	Port Costa and Lathrop	62.23	13	10,641.33	1,555.75	12,197.08	171.00	25.00	
46033	Citrus Station (n. o.) and Riverside	3.79	28	243.05		243.05	64.18		Land grant.
46034	Gilroy and Tres Pinos	20.64	10	733.93		733.93	35.56		

C.—Railroad service as in operation on the 30th of June, 1887—Continued.

Number of route.	State and terminal	Corporate title of company carrying the mail.	Distance.	Average number of trips per week over whole route.	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.	
46035	CALIFORNIA—continued.	Peters and Oakdale.....	13.22	6	821 65	821 65	821 65	43 75		
46036		National City and Barstow.....	212.69	7	17,457 59	17,457 59	17,457 59	82 08		Land grant. Pay not fixed on 19.19 miles.
46038		Goshen and Huron.....	40.56	7	774 66	774 66	774 66	36 25		
46039		Sonoma Landing (n. o.) and Glen Ellen.....	21.47	7	917 84	917 84	917 84	42 75		
46040		San Luis Obispo and Los Alamos.....	55.10	6	2,085 57	2,085 57	2,085 57	48 74		
46041		San Luis Obispo and Port Harford.....	12.20	6	521 55	521 55	521 55	48 75		
46012		Mojave and Needles.....	240.72	7	23,544 82	23,544 82	23,544 82	87 81		Land grant.
46043		Lodi and Burson.....	22.91	7	1,488 69	1,488 69	1,488 69	61 98		
46044		Patoka and Hydeville.....	26.70	7	1,597 09	1,597 09	1,597 09	59 85		
46045		Felton and Boulder Creek.....	8.14	12	347 08	347 08	347 08	43 75		
46046		Los Angeles and Duarte.....	23.81	12	1,467 59	1,467 59	1,467 59	61 56		
46047		Colton and Los Angeles.....	58.58	14	290 59	290 59	290 59	4 79		Land grant (lap serv. ice over 46014). Pay not fixed on 12.31 miles.
46048		Colusa and Sitas.....	21.92	6	353 35	353 35	353 35	38 77		
46019		Campbell and New Almaden.....	12.86	13	362 90	362 90	362 90	28 22		
46050		Soledad and Templeton.....	78.78	7	5,995 15	5,995 15	5,995 15	76 10		
			3,795.28		557,878 87	58,088 00	615,966 87			

D. —Sicam-boat service in operation on the 30th of June, 1887.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
MAINE.						
88	Portland to Cousins's Island.....	Hornoc B. Townsend.....	\$60.00	Miles. 9	6	From Apr. 1 to June 30, 1887.
90	Middle Dam to Errol, N. H.....	Charles A. J. Farrar.....	350.00	15	6	From June 1 to Sept. 30.
91	Andover to Upper Dam.....	do.....	50.00	24	6	Do.
22	Bemis to Indian Rock.....	Fred. C. Barker.....	275.00	15	6	From June 16 to Sept. 30.
53	Rangely to Indian Rock.....	Frank C. Hovey.....	200.00	8	6	From June 1 to Sept. 30.
94	Greenville to Kinco.....	Lemuel Nichols.....	470.00	20	6	Six times a week from May 16 to Nov. 15, and three times a week (* * *) from Nov. 16 to May 15.
95	Chebeague Island to Portland.....	George E. West.....	600.00	15	6	{ Twelve times a week 2½ months and six times a week 5½ months.
96	{ Bath to Booth Bay.....	{ Eastern Steamboat Co.....	{ 1,000.00	{ 15½	{ 12	{ Six times a week 4 months.
	{ Wiscasset to Booth Bay.....					{ From June 1 to Sept. 30,
97	Vinal Haven to Rockland.....	Moses Webster.....	1,064.00	15	6	{ From Oct. 1 to May 31.
98	Portland to Eastport.....	Frank W. Aiken.....	930.00	180	1	
100	Eastport to Lubec.....	J. R. Pigg.....	490.00	3	6	
			5,502.00	337½		
NEW HAMPSHIRE.						
1098	Lakeside to Wentworth's Location.....	Charles A. J. Farrar.....	350.00	17	6	From June 1 to Sept. 30.
1099	The Weirs to Wolfborough.....	Winnebago Steamboat Co.....	700.00	29	6	From June 1 to Oct. 20.
1100	Alton Bay to Centre Harbor.....	Boston and Maine R. R. Co.....	1,690.00	{ 10	6	{ From June 21 to Oct. 31.
				{ 29	3	
			2,630.00	76		
MASSACHUSETTS.						
3094	Wood's Hole to Nantucket.....	Nantucket and Cape Cod Steamboat Co.....	7,875.00	37	{ 12	{ From May 1 to Oct. 31.
3095	New Bedford to Nonquitt.....	George A. Bourne.....	450.00	6	6	{ From Nov. 1 to Apr. 30.
3099	New Bedford to Cattyhunk.....	Samuel C. Hart.....	1,368.50	15	6	{ From June 21 to Sept. 20.
					1	{ From June 15 to Sept. 14.
					6	{ From Sept. 15 to June 14.
3100	New Bedford to Edgartown.....	{ New Bedford, Vineyard and Nantucket } { Steamboat Co. }	2,500.00	31	6	{ The year round on 31 miles.
					19	{ From June 26 to Sept. 10 on 25 miles.
			12,093.50	89		

D.—Steam-boat service in operation on the 30th of June, 1887—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
RHODE ISLAND.						
4005	Watch Hill to Railroad Station (n.o.) at Stonington, Conn.	Henry L. Ripley	\$165.00	Miles. 5	12	From July 1 to Sept. 20.
4009	{ Block Island to Newport. } { Newport to Providence. }	George W. Conley and Martin V. Ball	2,995.00	{ 20 } { 20 }	{ 6 } { 6 }	From June 16 to Sept. 15. From Sept. 16 to June 15.
4100	Newport to Wickford Junction (n.o.)	Newport and Wickford R. R. and Steam-boat Co.	8,947.56	18	25	From June 1 to Oct. 31. From Nov. 1 to May 31.
NEW YORK.						
6979	Camandigua to Naples	James McKechnie	500.00	20	6	From Apr. 1 to Dec. 10 of each year.
6980	Penn Yan to Hammondsport	Crooked Lake Navigation Co	199.00	24	6	From Mar. 16 to Dec. 15 of each year.
6982	Sag Harbor to New London	Elias F. Morgan	3,000.00	40	36	From Mar. 15 to Nov. 30 of each year.
6983	Brooklyn to Jersey City	Brooklyn Annex Co	2,000.00	3	6	From June 1 to Oct. 20 of each year, pay being \$275 per month.
6984	Lake George to Fort Ticonderoga	Champlain Transportation Co	1,283.33	434	6	During season of navigation.
6985	Geneva to Watkins	Seneca Lake Steam Navigation Co.	2,313.81	459	6	From July 1 to Aug. 31 of each year.
6986	Plattsburgh to Burlington	Champlain Transportation Co	1,056.00	25	6	
7520	Mayville to Jamestown	Buffalo, New York and Philadelphia R. R. Co.	750.00	211	12	
			11,096.17	2201		
MARYLAND.						
10088	Baltimore to Salisbury	Maryland Steamboat Co	900.00	140	.....	Two months, once a week; 10 months, three times a week.
10091	Washington to Colonial Beach, Va.	J. B. Colegrove	429.00	681	.....	Three times a week 4 months in each year, June 1 to September 30.
10093	Baltimore to Queenstown	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 hacks } { From June 1 to Sept. 15 in each year. }
10094	Baltimore to Chestertown	William C. Elmsou	400.00	309	.....
10095	Baltimore to Wilson's Wharf (n.o.)	Eastern Shore Steamboat Co.	3,000.00	2381	.....	Six times a week to Crisfield, 115 miles and twice a week the residue of route from May 1 to Dec. 31, and twice a week to Crisfield, 115 miles, and once a week the residue of route from Jan. 1 to Apr. 30 in each year.
10096	Baltimore to Saint Michael's	H. C. Dodson	936.00	691	8	

10097	Washington to Ghent.	Thomas A. Adams	2,130.00	304	6
10098	Baltimore to Benedict	Henry Williams	1,800.00	117	2
10099	Baltimore to Freeport, Va	Maryland Steamboat Co.	1,800.00	233	2
10100	Baltimore to Cambridge	Choptank Steamboat Co.	1,470.00	501	6
			13,215.40	1041	
VIRGINIA.					
11094	Norfolk to Cape Charles	New York, Philadelphia and Norfolk R. R. Co.	10,971.62	38	7
11095	Newport News to Norfolk	J. B. College	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.	13,000.00	184	6
11098	Norfolk to Richmond	Virginia Steamboat Co.	3,500.00	135	3
11100	Fredericksburgh to Baltimore	Henry Williams	5,800.00	280	.....
			35,231.62	667	
NORTH CAROLINA.					
13094	Edenton to Williamston	John D. Biggs	3,000.00	51	6
13095	Elizabeth City to Fairfold	Morris K. King	2,750.00	109	2
13097	Edenton to Franklin	J. H. Bogart	3,500.00	97	3
13098	Plymouth to Wadesboro	Charles T. Hardon	883.00	58	6
13099	Wilmington to Southport	John W. Harper	1,100.00	28	6
13100	Wilmington to Fayetteville	Samuel W. Skinner	1,450.00	112	2
			12,683.00	425	
SOUTH CAROLINA.					
14098	Georgetown to Bucksville	A. A. Springs	652.00	49	3
14099	Charleston to Moultrieville	William M. Bird	902.00	74	14
14100	Charleston to Edisto Island	Carl Berlin	600.00	43	2
			2,214.00	965	
GEORGIA.					
15100	Brunswick to Saint Simon's Mills	Urbanus Dart	600.00	12	12

Twice a week to Tappahannock, 82½ miles, and three times a week the residue.

D.—Steam-boat service in operation on the 30th of June, 1887—Continued.

No. of route.	State and terminal.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
FLORIDA.						
16075	Cleveland to Myers.	Wollington M. White.	\$1,500.00	Miles. 70	3	
16080	Palestka to Dayton Island.	George W. Beach and John W. Miller.	2,000.00	40	3	
16083	Tampa to Havana, Cuba.	Henry B. Plant.	54,000.00	368	2	For 6 months.
16085	Jacksonville to Orange Dale.	J. B. Colegrove.	1,650.00	354	2	For 6 months.
16087	Ferrandina to Oakwell, Ga.	John Richardson.	2,000.00	48	6	
16096	Chattahoochee to Apalachicola.	C. D. Owens.	5,500.00	35	2	
16097	Jacksonville to Fort George.	J. B. Colegrove.	1,000.00	258	6	
			68,240.00	737		
ALABAMA.						
17097	Mobile to Selma.	John Quill.	2,000.00	308	2	
17098	Mobile to Demopolis.	Frank S. Stone.	2,375.00	254	1	
17099	Mobile to Point Clear.	Peter Burke.	2,375.00	28	7	May 1 to Oct. 31.
17100	Rome, Ga., to Gadsden.	John J. Seay.	2,750.00	155	3	Nov. 1 to Apr. 30.
			9,500.00	743	2	
MISSISSIPPI.						
18098	English Lookout, La., to Gainesville.	John Politecent and J. A. Fayrb.	1,500.00	94	6	
18099	Vicksburg to Nasonia.	E. C. Carroll.	2,000.00	158	1	
18100	Vicksburg to Greentwood.	do.	2,400.00	265	1	
			5,900.00	476		
TENNESSEE.						
19097	Johnsonville to Waterloo, Ala.	E. O. Hopkins.	3,000.00	133	2	
KENTUCKY.						
20097	Louisville to Evansville, Ind.	William W. Hiles.	10,000.00	187	6	
20099	Evansville, Ind., to Paducah.	William H. Caldwell.	10,879.57	197	6	
20100	Paducah to Cairo, Ill.	do.	1,000.00	50	6	
			21,879.57	374		

21147	OHIO.	McConnellsville to Marietta.....	Scott, Wallace & Porter.....	3,000.00	474	6
21149		Tortsmouth to Cincinnati.....	C. P., B. S. & P. P. Co.....	9,000.00	954	6
21150		Gallipolis to Huntington, W. Va.....	William Boy.....	2,400.00	453	6
				14,400.00	2201	
24091	MICHIGAN.	Charlevoix to East Jordan.....	M. J. Stockman and John Mason.....	104.00	10	6
24093		Cheboygan to Detroit.....	Delta Transportation Co.....	78.00	75	3
24096		Macinau City to Mackinac Island.....	James B. Colgrove.....	2,400.00	12	6
24097		Manistee to Milwaukee.....	Flint and Pere Marquette E. R. Co.....	1,500.00	136	6
24098		Harbor Springs to Saint James.....	Charles W. Caskey.....	2,392.00	49	3
				6,594.00	278	
28069	MISSOURI.	Calro, Ill., to Elmo, Ark.....	John A. Scudder.....	9,547.46	173	3
29063	ARKANSAS.	Memphis, Tenn., to Friars Point, Miss.....	James Lee, Jr.....	7,500.00	128	3
29067		Arkansas City to Vicksburg, Miss.....	E. L. Merkel.....	15,000.00	1981	3
29069		Memphis, Tenn., to Arkansas City.....	John D. Adams.....	14,000.00	2824	2
			James Lee, sr.....	8,000.00	115	3
				44,500.00	6911	
30051	LOUISIANA.	New Orleans to Vicksburg, Miss.....	Thomas P. Leathers.....	1,000.00	2951	1
30052		Natchez, Miss., to Vicksburg, Miss.....	Joseph N. Carpenter.....	8,000.00	1121	3
30093		Raton Rouge to Bayou Sara.....	Louis A. Jung.....	8,978.00	1021	6
30094		Troyville to Toolley's.....	Planters and Merchants' Packet Company.....	4,500.00	41	3
30095		Lake Charles to Cameron.....	H. D. Vaughan.....	3,356.00	59	3
30097		New Orleans to Port Vincent.....	A. H. Waitt.....	2,935.00	55	2
			Milton B. Muney.....	3,592.00	931	2
30098		New Orleans to Grand Isle.....	John F. Kranz.....	1,000.00	89	1
30100		New Orleans to Port Eads.....	Charles P. Truslow.....	7,000.00	83	2
				42,440.00	1,083	1

\$2 per round trip from May 1 to June 30, 1887.
 \$6 per round trip from June 1 to June 30, 1887.
 \$10 per round trip during season of navigation.
 \$23 per round trip from Apr. 1 to Nov. 30.

For 12 months.
 Additional for 4 months (June 1 to Sept. 30).

D.—Steam-boat service in operation on the 30th of June, 1887—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route, Miles.	Trips of per week.	Remarks.
31100	TEXAS. Houston to Bay View	Leon P. Allen	\$576.33	39	3	
WASHINGTON TERRITORY.						
43078	Portland, Oreg., to Vancouver	Oregon Rwy. and Nav. Co.	500.00	18	6	
43079	Portland, Oreg., to Cascades	do	2,000.00	62½	3	
43080	Seattle to Blakely	William H. Ellis	900.00	328	2	
43081	Seattle to Blackley	James Nugent	500.00	8	6	
43082	Port Gamble to Skokomish	H. N. Warren	1,394.00	46	3	
43084	Oysterville to Willapa	do	2,850.42	46	3	
43085	Montesano to Willapa	do	2,035.23	39	3	
43086	Cosmopolis to Laidlaw	George H. Emerson	694.00	15	2	
43067	Tacoma to Tacoma	H. N. Warren	494.00	35	1	
43068	Tacoma to Tacoma	C. O. Lorenz	539.00	20	1	
43069	Seattle to Junata	Edward Miller	300.00	13	3	
43090	Hoopiam to Damon	Jay Chilton O'Connor	400.00	15	1	
43091	Seattle to Snohomish	James E. Kirkaldie	2,500.00	74½	3	
43092	Seattle to Snohomish	George W. Love	900.00	53	3	
43095	Port Townsend to Neah Bay	Charles H. Low	5,497.00	104	2	
43096	Schoone to Blaine	Loren E. Hastings and James Morgan	816.68	36	1	
43097	Port Townsend to Sehome	H. N. Warren	7,350.00	131	3	
43098	Seattle to Whatcom	J. C. Brittain	5,000.00	128	3	
43099	Tacoma to Port Townsend	Oregon Rwy. and Nav. Co.	24,500.00	104	6	
43100	Port Townsend to Irontdale	George S. Jacobs	420.00	5½	6	
		C. C. McCoy	59,608.33	966½		
OREGON.						
44098	Myrtle Point to Bandon	Fred Jarvis	1,474.54	34½	6	
44100	Portland to Astoria	Oregon Rwy. and Nav. Co.	9,600.00	82	6	
				38	3	
			1,074.64	154½		
CALIFORNIA.						
46096	Tahoe to Tahoe	J. A. Todman	4,000.00	26½		Six times a week six months; two times a week six months.
46097	Etawaka to Arcata	M. V. Nichols	1,180.00	10	12	

46998	San Francisco to Eureka	Pacific Coast Steamship Co.	6,000.00	240	1
46999	San Francisco to Sacramento	C. J. Wilder	6,000.00	119	6
			17,180.00	4004	
47100	ALASKA. Port Townsend, Wash., to Sitka	Pacific Coast Steamship Co.	11,850.00	1,050	

Once a month. Two additional trips per month from June 27, 1887, to Sept. 30, 1887.

E.—Showing the increase and decrease in star, steam-boat, and railroad service during the year ended June 30, 1887.

States and Territories.	STAR.				STEAM-BOAT.				RAILROAD.				Total annual rate of cost.			
	Length of routes.		Annual rate of cost.		Length of routes.		Annual rate of cost.		Length of routes.		Annual rate of cost.		Total number of miles traveled per annum.			
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.		
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
Maine.....	43		\$1,203							8					\$1,116	
New Hampshire.....	12		169				885								1,858	
Vermont.....	8		475												7,750	
Massachusetts.....	4		519							4					22,952	
Rhode Island.....	6		99												833	
Connecticut.....	24		\$1,075							0					3,874	
New York.....	13		3,202							13					30,211	
New Jersey.....	10		205												11,915	
Pennsylvania.....	80		5,354							62					6,614	
Delaware.....	365		365							40					76,962	
Illinois.....	33		2,334							7					27,275	
Maryland.....	390		9,956							86					201,632	
Virginia.....	432		6,334				6,500			79					284,632	
West Virginia.....	351		5,277							145					242,291	
North Carolina.....	46		147				8652			140					69,562	
South Carolina.....	83		1,743				400			171					140,811	
Georgia.....	248		5,137				400			271					248,879	
Florida.....	150		3,868				32,644			9					154,865	
Alabama.....	48		1,709				2,000			213					831	
Mississippi.....	23		2,437							38					359	
Tennessee.....	22		2,588							40					683	
Kentucky.....	38		1,481				3,500			7					1,745	
Ohio.....	7		1,818							81					132,644	
Indiana.....	85		1,910							576					286,273	
Illinois.....	34		1,440				1,303			145					18,773	
Michigan.....	77		237				168			52					8,018	
Wisconsin.....	245		4,492							417					139,780	
Minnesota.....	121		6,803							236					96,801	
Iowa.....	174		9,584				12,158			78					62,825	
Arkansas.....	35		5,159				15,161			20					181,542	
Louisiana.....	100		23,807				24			3					202,199	
Texas.....	43		7,901							603					783,685	
Indian Territory.....	1,221		20,312							1,393					920,234	
Kansas.....										118,943					1,317,112	
															9,778	
															13,879	
															8,625	
															14,963	
															17,880	
															17,703	
															13,062	
															17,873	
															2,677	
															90,882	
															31,401	
															7,880	
															98,050	

Nebraska	1,036	22,867	754	130,658	711	277,830	107,791	4,624
Dakota Territory	19	23,327	449	25,732	711	551,712	2,405	14,960
Montana Territory	253	3,913				127,820		9,873
Wyoming Territory	201	24,182	8	9,225		174,085	48,625	
Colorado	194	13,559	113	3,684		13,092	39,125	
New Mexico Territory	177	10,122	70	39,247		34,259	3,855	
Arizona Territory	248	7,137	3	10,992			130,739	
Utah Territory	313	23,659	3	182			20,007	
Idaho Territory	215	22,110	14	410				22,477
Washington Territory	122	19,398	138	7,878		163,210		21,664
Oregon	46	19,725	288	21,206		192,145		35,998
Nevada	257	9,746	219	3,686		340,128		3,090
California	50	51,981	103	87,002		37,600		11,038
Alaska		1,050	219	3,983				11,145
Total	2,679	320,808	7,040	24	727,628	7,968	1,959,499	563,285
Increase			7,016		719,760			453,882
Decrease	2,319	252,646				5,016,728		

TABLE F.—Division of Inspection, Contract Bureau.—Deductions, fines, and remissions year ending June 30, 1887.

States and Territories.	SEASIDE ROUTES.			RAILROAD ROUTES.			STREAM-BOAT ROUTES.			TOTALS FOR THE YEAR.		
	Deductions.	Remissions.	Fines.	Deductions.	Remissions.	Fines.	Deductions.	Remissions.	Fines.	Deductions.	Remissions.	Fines.
	\$2,632.55	\$480.74	\$367.40	\$2,970.18	\$1,435.51	\$1,169.47	\$12.89	\$211.36	\$10.00	\$5,814.09	\$1,916.25	\$1,537.87
Alabama	37.12	180.44	121.40	115.60	15.05	554.10	453.45	1,169.62	88.50	2,130.65	284.50	977.50
Alaska Territory	50.10	12.28	50.00	3,984.10	439.44	95.10	95.10	1,080.00	30.00	5,656.35	451.75	50.00
Arizona	3,550.53	7,849.00	3,110.10	8,984.00	2,758.37	79.50	28.00	45.49	2.76	7,680.31	4,548.03	1,345.33
California	1,066.19	225.07	112.88	6,141.41	70.52	12.00	2.00	2.00	8.00	8,107.51	3,011.59	124.88
Colorado	2,280.00	425.35	124.10	5,884.90	1,841.06	39.75	68.40	2.00	8.00	8,941.80	2,266.41	163.85
Connecticut	11.72	1.17	15.32	365.45	97.61	2.00	2.00	2.00	14.19	34.78	14.19	2.00
Delaware	631.17	93.03	154.32	1,823.44	1,698.90	2,325.45	1,471.66	1,066.03	2,737.84	1,032.64	3,142.76	1,032.24
District of Columbia	1,027.00	15.92	950.20	44.81	60.54	2,325.45	1,471.66	2.00	2.00	2,823.44	1,654.89	3,277.71
Florida	947.05	24.95	54.00	982.00	3,139.74	9,157.81	2,334.01	8,830.50	992.40	2,932.40	1,173.40	27.00
Georgia	536.84	27.73	177.71	1,210.11	814.05	7,759.85	4,830.50	3,000.00	1,599.05	848.05	844.05	7,037.06
Idaho Territory	487.84	46.27	64.37	1,110.10	6.34	2.00	2.00	2.00	4.00	1,599.05	844.05	7,037.06
Illinois	468.05	46.27	97.69	5,381.76	4,089.50	879.75	221.85	2,708.68	5,840.81	4,106.76	972.75	298.84
Indiana	407.91	97.25	371.94	3,993.61	808.90	10,650.20	3,767.81	19.82	1,701.85	5,700.50	2,563.44	3,767.81
Iowa	2,243.01	97.25	183.70	880.70	87.37	3.00	3.00	1,302.67	116.64	3,112.33	1,568.29	211.61
Kentucky	513.58	9.00	84.57	3,840.55	27.37	96.71	50.25	91.05	2.00	3,084.19	20.37	193.28
Louisiana	442.27	305.00	234.00	295.91	20.85	2,324.92	15.00	1,253.18	51.28	1,491.62	386.69	53.25
Maine	427.71	1.01	68.18	3.02	2.20	1,393.00	350.00	1,905.81	10.00	2,091.40	2,811	350.00
Massachusetts	1,087.03	45.54	545.82	538.84	155.68	1,823.15	824.65	23.54	30.00	2,491.40	244.37	1,451.15
Michigan	1,457.00	177.07	126.50	11,771.63	2,035.26	6,082.25	2,219.69	335.68	30.00	12,853.26	2,091.20	4,590.49
Minnesota	1,718.50	247.72	500.41	4,344.80	459.25	7,730.19	2,414.26	1,444.26	100.00	3,184.45	1,022.68	1,856.09
Missouri	1,182.55	81.60	40.00	1,080.74	784.46	14,745.65	1,444.26	1,376.64	100.00	1,552.71	6,222.68	15,496.08
Montana Territory	406.10	37.86	102.60	2,958.50	2,172.64	19.00	4.50	4.50	3.00	3,451.70	2,254.54	434.89
Nebraska	102.20	98.40	6.18	3,978.81	3.75	328.50	2.00	56.44	149.72	9,724.95	1,312.29	383.00
Nevada	191.12	108.40	6.18	310.98	39.25	10.87	2.00	2.00	437.50	149.72	136.25	15.85
New Hampshire	1,191.12	17.44	109.00	8,234.58	290.25	270.00	571.50	258.21	3,804.70	136.25	355.81	130.25
New Jersey	1,027.84	310.20	109.00	2,334.40	747.83	8,045.50	2,210.00	56.64	2.22	3,254.81	90.37	8,823.18
New Mexico Territory	2,550.70	142.36	126.12	2,371.40	2,927.16	41,693.10	8,113.86	968.19	17.45	3,078.80	770.64	130.20
New York	699.40	142.36	406.00	3,568.88	243.11	2,927.16	41,693.10	968.19	17.45	3,500.35	8,047.01	8,141.70
North Carolina	699.40	142.36	406.00	3,568.88	243.11	2,927.16	41,693.10	968.19	17.45	3,500.35	8,047.01	8,141.70
Ohio	699.40	142.36	406.00	3,568.88	243.11	2,927.16	41,693.10	968.19	17.45	3,500.35	8,047.01	8,141.70
Oregon	699.40	142.36	406.00	3,568.88	243.11	2,927.16	41,693.10	968.19	17.45	3,500.35	8,047.01	8,141.70

Pennsylvania.....	418.78	5.00	1,556.37	47.79	460.90	141.00	14,569.75	486.25	10.90	909.68	146.00	10,128.12	8.00	524.04
Rhode Island.....	1.04	8.00	8.00	9.03	9.03	9.03				12.00	9.03			
South Carolina.....	566.40	28.03	82.74	4.00	644.58	238.64		53.00		1,554.96	206.67	82.74	57.10	
Tennessee.....	1,650.20	557.39	60.00	59.00	820.97	312.84	862.00	223.97	248.47	2,734.54	915.77	852.00	222.97	
Texas.....	1,462.76	841.28	319.68	59.00	4,967.20	637.08	493.19	57.80	46.04	6,430.05	978.36	812.87	116.80	
Utah Territory.....	1,140.41		28.50	1.00	1,141.50	77.21	577.50	422.50		2,263.91	77.21	39.50	2.00	
Vermont.....	217.25		28.00		1,158.23	332.98	577.50	23.75		373.48		605.50	422.50	
Virginia.....	1,588.65	35.71	180.84	12.00	1,827.21	322.98	125.00	23.75	1,226.18	4,142.04	440.22	807.64	87.75	
Washington Ter.....	1,231.33	4.60	100.39		2,345.98	32.73	4.00	18.26	1,632.67	4,269.98	27.53	990.25	30.26	
West Virginia.....	1,317.09	16.18	81.45	2.00	1,598.04	145.47	57.86	18.26	153.54	1,672.57	161.65	147.21	147.21	
Wisconsin.....	1,177.61	4.78	377.53	112.30	153.31	4.80	1,482.25	220.64		350.79	19.17	1,868.78	832.94	
Wyoming Territory.....	2,173.39	1.75	85.00		166.42	41.81				2,358.81	43.69	95.00		
Totals.....	43,653.66	6,286.86	10,541.13	5,401.25	82,208.54	32,638.56	126,516.47	28,734.90	21,296.84	1,194,781.47	159.04	40,457.68	142,551.26	35,385.93

RECAPITULATION.

Class of service.	Deductions.	Remissions on deductions.	Fines.	Remissions on fines.
Railroads.....	\$62,208.54	\$32,638.56	\$128,516.47	\$28,734.90
Steam-boats.....	21,296.84	1,552.26	5,483.65	1,190.78
Star routes.....	43,653.66	6,286.86	10,541.13	5,401.25
Mail messengers.....	2,324.59			
Postal clerks.....			3,760.73	98.57
Total.....	149,483.63	40,457.68	146,311.98	35,435.50
Net.....	109,025.95		110,876.48	

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in States and on certain new routes; the readjustment of the rates based upon returns of the weight railway postal clerks, and the number of trips per week, in accordance with the acts of

[Abbreviations: r. p. o., railway post-office; apt., apartment; l., line

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Average weight of mails whose distance per day.	Miles per hour.	Size, etc., of mail-car or apartment.
					Miles.	Lbs.			
1	Ill	23007	Chicago, Burlington .	Chicago, Burlington and Quincy R. R.	206	68,669	32	<i>Feet and inches.</i> r. p. o., 60 by 9.3, 4 l., whole route; 54.9 by 8.9, 1 l. addl. to Galesburgh, 162.70 m. (1 l., 50 ft. auth.); 40 by —, 1 l. addl. to Aurora, 37.60 m.; 29.3 by 8.9, 1 l. to Aurora, 37.60 m.; 11 by 6.11, 1 l., Gladstone to Burlington, 9.40 m.	
2	Ill	23035	Chicago, Milwaukee .	Chicago, Milwaukee and St. Paul Rwy.	85.98	54,701	34	r. p. o., 59.9 by 9.3, 3 l.; 54.8 by 9.3, 1 l. (40 ft. auth.).	
3	Iowa . . .	27005	Burlington, U. P. Transfer (n. o.).	Chicago, Burlington and Quincy R. R.	294	48,328	32	r. p. o., 60 by 9.3, 4 l. . .	
4	Mo	28001	Saint Louis, Atchison	Missouri Pacific Rwy.	330.17	47,461	27	r. p. o., 59.11 by 9.3, 3 l. to Kansas City, 283.12 m.; 1 l. thence res. 47.05 m.; apt. 20.1 by 7.4, 1 l., Pleasant Hill to Independence, 24.25 m.; 3 l. thence to Kansas City, 16.37.	
5	Wis. . . .	25002	Milwaukee, La Crosse	Chicago, Milwaukee and St. Paul Rwy.	198.42	42,637	30	r. p. o., 60.1 by 9.3, 59.3 by 9.3, 4 l. to Portage, 93.59 m.; 3 l. residue; apt. 20.10 by 8.6, 1 l.	
6	Minn. . .	26013	Minneapolis, La Crosse.	Chicago, Milwaukee and St. Paul Rwy.	142.55	34,578	28	r. p. o., 60.1 by 9.3, 3 l.	
7	Mo. . . .	28002	Saint Louis, Bismarck	St. Louis, Iron Mountain and Southern Rwy.	75.33	18,426	25	r. p. o., 51.11 by 9.3, 1 l.; 49.5 by 9.4, 1 l. (40 ft. auth.); apt. 13.9 by 9, 1 l.	
8	Ill	23017	Chicago, East Saint Louis.	Chicago and Alton R. R.	281.10	14,824	26	r. p. o., 60 by 9.1, 2 l. (50 ft. auth.).	
9	Mo. . . .	28020	Bismarck, Texarkana	Missouri Pacific Rwy.	414.28	14,457	22	r. p. o., 49.5 by 9.4, 1 l.; 49.5 by 9.4 (40 ft. auth.), 1 l.	
10	Ill	23010	Galesburgh, Quincy . .	Chicago, Burlington and Quincy R. R.	100.61	13,263	25	r. p. o., 51.4 by 8.9, 1 l.; 44.1 by 8.9, 1 l.	

and Territories in which the contract term expired June 30, 1887, and also in other States of the mails, the speed with which they are conveyed, the accommodations for mails and March 3, 1873, July 12, 1876, and June 17, 1878.

or lines; m., miles; addl., additional; auth., authorized; av., average.]

Average trips per week.	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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
37.50	850.73	265.00	701.10	265.00	175,250.38	43,648.00	144,426.60	48,615.00	July 1	Weighed 30 days from Mar. 30, 1887. r. p. o. on 125.10 m., at \$240 per m.; 43.30 m., at \$200 per m. Route under contract to Mar. 10, 1888.
37.68	701.06	175.00	586.53	175.00	60,354.52	15,046.50	50,547.15	15,081.50	July 1	Weighed 30 days from Mar. 30, 1887. 0.20 m. decrease. Route under contract to Mar. 12, 1888.
16.66	632.56	200.00	513.00	200.00	151,278.24	58,800.00	121,068.00	58,200.00	July 1	Weighed 30 days from Mar. 30, 1887. 3 m. increase. 276.10 m. land-grant, Burlington to Pacific Junction, at \$596.48 per m. Route under contract to Mar. 10, 1888.
23.63	624.15	150.00	430.07	100.00	261,488.10	44,820.50	139,256.81	30,732.50	Apr. 1	Weighed 30 days from Mar. 30, 1887. 36.75 m. land-grant, Saint Louis to Pacific, at \$499.32 per m.; formerly \$344.06 per m. 1.03 m. decrease. On 47.05 m. r. p. o., at \$50 per m.
33.23	572.85	175.00	493.34	175.00	113,664.80	32,102.75	97,656.85	32,019.50	July 1	Weighed 30 days from Mar. 30, 1887. 0.47 m. increase. r. p. o. on 104.83 m., at \$150 per m.; formerly \$150 per m for 104.87 m. Route under contract to Mar. 12, 1888.
29	486.50	150.00	420.60	150.00	69,350.57	21,382.50	59,073.49	21,385.50	July 1	Weighed 30 days from Mar. 30, 1887. 0.02 m. decrease. Route under contract to Mar. 12, 1888.
40.03	313.79	65.00	285.57	65.00	23,637.80	4,896.45	21,497.71	4,893.20	July 1	Weighed 30 days from Mar. 30, 1887. 0.05 m. increase.
19.22	275.31	80.00	235.13	80.00	77,389.64	22,488.00	66,111.50	22,493.60	July 1	Weighed 30 days from Mar. 30, 1887. 0.07 m. decrease.
16.08	271.80	65.00	257.30	65.00	95,019.46	26,928.20	80,891.34	26,923.00	July 1	Weighed 30 days from Mar. 30, 1887. 0.25 m. increase. 324 m. land-grant, at \$217.51 per m.; formerly \$205.89 per m.
20	259.07	65.00	230.85	65.00	26,065.03	6,539.65	23,336.62	6,570.85	July 1	Weighed 30 days from Mar. 30, 1887. 0.48 m. decrease. 1 l. 50 ft. and 1 l. 40 ft. r. p. o. car auth.

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, etc., of mail-car or apartment.
					Miles.	Lbs.			
11	Ill	23003	Chicago, Union Pacific Transfer (n. o.).	Chicago and North-western Rwy.	489.90	12,894	24	<i>Feet and inches.</i> r. p. o., 50 by 9.5, 1 l.; 40 by 9.5, 1 l. to Cedar Rapids, 219.40 m.; 40 by 9.5, 2 l. thence to Missouri Valley, 247.70 m.; 40 by 9.5, 3 l. thence to Council Bluffs, 21.40 m.; 40 by 9.5, 2 l. thence residue, 1.40 m.; apt. 12.2 by 7.5, 1 l. Carroll to Maple River Junction, 4.21 m.	
12	Ill	23023	Decatur, East Saint Louis.	Wabash, St. Louis and Pacific Rwy.	113.06	12,380	30	r. p. o., 60 by —, 1 l.; apt. 25.6 by 9.2, 1 l.	
13	Ill	23015	Chicago, Davenport..	Chicago, Rock Island and Pacific Rwy.	182.63	12,153	27	r. p. o., 50 by 9.4, 1 l.; 49.4 by 9.4 (40 ft. auth.), 1 l.	
14	Mo....	28011	Sedalia, Denison	Missouri Pacific Rwy.	433.13	12,692	22	r. p. o., 50.6 by 9 (40 ft. auth.), 1 l.; apt. 22 by 9.4, 1 l.	
15	Minn..	26001	Saint Paul, Missoula .	Northern Pacific R. R.	1280.02	11,448	22	r. p. o., 50 by 9.1, 1 l., Saint Paul to Mandan, 476.10 m. (40 ft. auth.); apt., 24.6 by 9.1, 1 l., Mandan to Missoula, 803.92 m.; 1 l. addl., Saint Paul to Fargo, 276.40 m. 22 by 9.2, 2 l.	
16	Mo....	28006	Kansas City, Union Pacific Transfer (n. o.).	Kansas City, St. Joseph and Council Bluffs R. R.	201.22	10,352	30		
17	Mo....	28010	Kansas City, Cameron	Hannibal and St. Joseph R. R.	53.08	9,956	27	r. p. o., 52.9 by 8.9, 1 l.; 40.4 by 9.2, 1 l.	
18	Mo....	28004	Saint Louis, Kansas City.	Wabash Western Rwy.	277.46	9,316	25	r. p. o., 55 by 9.3, 2 l. (40 ft. auth.).	
19	Ill	23001	Chicago, Milwaukee .	Chicago and North-western Rwy.	85.40	8,986	31	r. p. o., 50 by 9.5, 1 l. (40 ft. auth.); apt. 35.5 by 8.7, 1 l.	
20	Iowa..	27073	Pacific Junction, Plattsmouth.	Chicago, Burlington and Quincy R. R.	5.64	8,556	20	r. p. o., 40 by 9, 1 l.	
21	Ill	23054	Chicago, Lanark Junction (n. o.).	Chicago, Milwaukee and St. Paul Rwy.	116.60	8,012	25	r. p. o., 49.3 by 9.3, 1 l. (40 ft. auth.); apt. 24.6 by 9.3, 1 l.	
22	Wis...	25010	Caledonia, Ill., Winona Junction, (n. o.), Wis.	Chicago and North-western Rwy.	189.55	7,507	26	r. p. o., 50 by 9.5, 1 l.; apt. 50 by 9.5, 1 l., Evansville to Winona Junction (n. o.), 151.60 m.	
23	Wis ..	25009	Chicago, Fort Howard.	.....do	242.47	7,499	25	r. p. o., 50 by 9.5, 2 l. to Harvard, 62.70 m.; 1 l. residue; apt. 50 by 9.5, 1 l. Chicago to Janesville, 91.01 m.
24	Iowa..	27029	Missouri Valley, Sioux City.	Sioux City and Pacific R. R.	76.27	7,209	27	r. p. o., 50 by 8.9, 1 l. (40 ft. auth.); apt. 18.11 by 8.8.	
25	Minn ..	26040	Minneapolis, Saint Cloud.	St. Paul, Minneapolis and Manitoba Rwy.	66.30	6,586	26	apt. — by —, 2 l.	

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
20.22	254.70	65.00	209.48	65.00	111,036.93	28,321.00	91,201.46	28,286.80	July 1	Weighted 30 days from Mar. 30, 1887. 270.50 m. Cedar Rapids to Union Pacific Transfer (n. o.) land-grant, at \$203.83 per m.; formerly \$167.58 per m. r. p. o. cars on 219.40 m., at \$65 per m.; 247.70 m., at \$50 per m.; 21.40 m., at \$75 per m.; 1.40 m., at \$50 per m.; same formerly. 0.24 m. decrease.
20	249.06	50.00	200.07	50.00	28,376.35	5,083.00	22,695.94	5,672.00	July 1	Weighted 30 days from Mar. 30, 1887. 0.22 m. increase.
21.63	247.10	65.00	219.74	65.00	45,127.87	11,870.95	40,194.84	11,889.80	July 1	Weighted 30 days from Mar. 30, 1887. 0.29 m. decrease.
14	246.24	25.00	209.48	25.00	105,491.62	10,828.25	89,389.20	10,789.50	July 1	Weighted 30 days from Mar. 30, 1887. 23.60 m. land-grant, at \$196.99 per m.; formerly \$167.58 per m. 1.67 m. increase.
8.73	239.40	25.00	228.29	25.00	248,615.94	11,902.50	237,126.12	11,906.25	July 1	Weighted 30 days from Mar. 30, 1887. 1207.62 m. land-grant, at \$191.52 per m.; formerly \$182.63 per m. 0.25 m. decrease.
24.32	227.43	.....	171.86	.....	45,763.46	.....	34,612.60	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.18 m. decrease.
20	223.16	65.00	189.81	65.00	12,291.65	3,580.20	10,435.75	3,573.70	July 1	Weighted 30 days from Mar. 30, 1887. 0.10 m. increase.
23.12	216.32	50.00	192.38	50.00	60,020.14	13,873.00	53,327.73	13,860.00	July 1	Weighted 30 days from Mar. 30, 1887. 0.26 m. increase.
32.90	212.90	25.00	209.46	25.00	18,181.66	2,135.00	17,883.30	2,194.25	July 1	Weighted 30 days from Mar. 30, 1887. 0.63 m. increase.
27	208.62	25.00	187.58	25.00	1,038.90	141.00	1,044.00	172.25	July 1	Weighted 30 days from Mar. 30, 1887. 3.30 m. land-grant, at \$166.89 per m.; formerly \$134.06 per m. 1.25 m. decrease.
17.00	202.84	25.00	191.52	25.00	23,627.82	2,915.00	22,312.68	2,912.50	July 1	Weighted 30 days from Mar. 30, 1887. 0.10 m. increase.
15.53	197.51	40.00	200.93	40.00	37,438.02	7,582.00	38,080.25	7,580.80	July 1	Weighted 30 days from Mar. 30, 1887. 0.03 m. increase.
22.23	197.51	40.00	185.40	40.00	45,291.67	12,206.80	42,581.29	12,210.00	July 1	Weighted 30 days from Mar. 30, 1887. 65.77 m. land-grant, at \$158 per m.; formerly \$148.43 per m. r. p. o. on 62.70 m., at \$80 per m.; same formerly. 0.23 m. decrease.
17.99	194.69	25.00	138.51	25.00	14,803.24	1,906.75	10,551.69	1,904.50	July 1	Weighted 30 days from Mar. 30, 1887. 0.09 m. increase.
13	187.25	.....	180.41	.....	12,414.07	.....	11,692.37	.....	July 1	Weighted 30 days from Mar. 30, 1887. 1.49 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.			Size, etc., of mail-car or apartment.
					Miles.	Average weight of mail whole distance per day.	Miles per hour.	
26	Mo.	28005	Quincy, Saint Joseph	Hannibal and St. Joseph R. R.	207.55	10, 773	22	<i>Feet and inches.</i> r. p. o., 52.9 by 8.9, 1 l.; 40.4 by 9.2, 1 l. to Cameron, 171.24 m.; apt. 15.4 by 8.8, 1 l., Cameron to Saint Joseph, 36.31 m.
27	Ill.	23020	Chicago, Cairo	Illinois Central R. R.	365.53	10, 490	26	r. p. o., 42.10 by 9, 2 l.; 49.11 by 9.4, 1 l.; 60 by 9.3, 1 l. to Kankakee, 55.87 m.; 42.10 by 9, 2 l., thence to Centralia, 196.23 m.; 42.10 by 9, 1 l., residue.
28	Wis.	25012	Milwaukee, Fond du Lac.	Chicago and Northwestern Rwy.	64.12	6, 119	26	12.8 by 9.2, 1 l.
29	Ill.	23036	Aurora, Forreston	Chicago and Iowa R. R.	81.60	5, 877	30	r. p. o., 40.1 by 8.11, 1 l.; apt. 8.4 by 8.10, 1 l.
30	Nebr.	34039	Plattsmouth, Ashland	Burlington and Missouri River R. R. (in Nebraska).	31.37	5, 800	22	r. p. o., 40 by 9, 1 l.
31	Wis.	25014	Winona, La Crosse.	Chicago and Northwestern Rwy.	33.80	5, 660	25	r. p. o., 50 by 9.5, 2 l., between Winona and Winona Junction, 29.71 m.; 1 l., authorized.
31a	Nebr.	34038	Omaha, Ashland	Omaha and North Platte R. R.	31.20	5, 377	30	r. p. o. 40 by 9, 1 l.
32	Fla.	10018	Jacksonville, Sanford	Jacksonville, Tampa and Key West Rwy.	126.18	5, 186	30	20 by 7.6, 2 l.
33	Ill.	23002	Chicago, Freeport.	Chicago and Northwestern Rwy.	121.30	5, 003	26	r. p. o., 50 by 9.0, 1 l.
34	Iowa.	27077	California, Fremont	Sioux City and Pacific R. R.	32.04	4, 814	24	25 by 9.6, 1 l.
35	Wis.	25001	Milwaukee, North McGregor.	Chicago, Milwaukee, and St. Paul Rwy.	195.98	4, 566	25	25 by 9.3, 1 l., to Prairie du Chien, 129.70 m.
36	Iowa.	27011	Keokuk, Burlington.	Chicago, Burlington and Quincy R. R.	43.26	4, 231	26	23.11 by 9, 1 l.
37	Wis.	25064	Janesville, Evansville	Chicago and Northwestern Rwy.	16.75	4, 139	29	50 by 9.5, 1 l.
38	Ill.	23032	East Saint Louis, Nashville.	Louisville and Nashville R. R.	318.78	4, 071	26	16.5 by 9.1, 2 l.
39	Mo.	28003	Saint Louis, Vinita.	St. Louis and San Francisco Rwy.	350.70	7, 334	25	r. p. o., 40.10 by 9 (40 feet auth.), 2 l. Saint Louis to Pierce City, 286.70 m.; apt. 22.6 by 7.4, 1 l. Pierce City to Vinita, 73 m.
40	Minn.	26037	Minneapolis, Cologne.	Chicago, Milwaukee and St. Paul Rwy.	33.16	3, 963	22	23.1 by 9.4, 1 l.

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
18.95	186.04	65.00	157.32	65.00	38,612.60	11,130.60	32,689.52	11,148.15	July 1	Weighed 30 days from March 30, 1887. 0.24 m. decrease. All land-grant.
19.40	183.31	140.00	166.90	140.00	67,005.30	20,469.05	61,006.95	19,072.30	July 1	Weighed 30 days from March 30, 1887. r. p. o. \$140 per m. for 55.87 m.; \$50 per m. for 196.23 m.; \$25 per m. for 113.43 m. All land-grant.
19	182.12	.....	153.05	.....	11,677.53	.....	9,805.91	.....	July 1	Weighed 30 days from March 30, 1887. 0.05 m. increase.
12	179.55	25.00	164.16	25.00	14,651.28	2,040.00	13,390.53	2,039.25	July 1	Weighed 30 days from March 30, 1887. 0.03 m. increase.
14	179.55	25.00	.....	.....	5,632.48	784.25	.....	.....	Jan. 5	Weighed 30 days from March 30, 1887. Formerly part of Route 34092.
17.07	177.84	40.00	182.12	40.00	6,021.66	1,188.40	6,059.00	1,192.80	July 1	Weighed 30 days from March 30, 1887. 4.25 m. ext. Winona Junction to La Crosse from Nov. 1, 1886, 0.21 m. decrease.
14	174.42	25.00	.....	.....	5,441.00	780.00	.....	.....	Jan. 5	Weighed 30 days from March 30, 1887. New.
19	172.71	.....	141.93	.....	20,062.39	.....	7,977.88	.....	1886. Apr. 16	Weighed 30 days from Dec. 1, 1886. 69.97 m. ext. Palatka to Sanford from Apr. 10, 1889. 56.21 m. at \$141.93 per mile.
24.69	171.00	40.00	171.00	40.00	20,742.30	4,852.00	20,757.60	4,855.60	1887. July 1	Weighed 30 days from Mar. 30, 1887. 0.09 m. decrease.
13	167.58	.....	88.07	.....	5,364.23	.....	2,838.50	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.22 m. decrease.
15.82	164.16	.....	135.95	.....	32,172.07	.....	20,733.20	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.66 m. decrease.
13	159.89	.....	101.75	.....	6,916.84	.....	4,375.25	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.26 m. increase.
12	158.18	.....	.....	.....	2,649.51	.....	.....	.....	May 2	Weighed 30 days from Mar. 30, 1887. New.
15.13	157.32	.....	86.36	.....	50,150.40	.....	34,611.60	.....	July 1	Weighed 30 days from Mar. 30, 1887. Former pay from Evansville to Nashville (Route 20625) \$131.67 per m. 0.19 m. increase.
12.57	156.64	50.00	127.91	50.00	56,343.40	14,335.00	46,151.20	14,360.00	July 1	Weighed 30 days from Mar. 30, 1887. 1.11 m. decrease. All land-grant.
13	155.61	.....	115.43	.....	5,160.02	.....	3,828.81	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.01 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.		Size, etc., of mail-car or apartment.
					Miles.	Average weight of mails which distance per day. Miles per hour.	
41	Minn..	20025	Saint Paul, Sioux City	Chicago, St. Paul, Minneapolis and Omaha Rwy.	269.79	7,158.26	<i>Feet and inches.</i> r. p. o., 50 by 8.9, 1 l. (40 feet auth.); apt. 24 by 9.2, 1 l.
42	Mo....	28014	Hannibal, Sedalia ...	Missouri Pacific Rwy.	143.35	3,731.21	r. p. o., 50.6 by 9 (40 feet auth.), 1 l.
43	Mo....	28018	Mount Pleasant, Saint Peters.	St. Louis, Keokuk and Northwestern Rwy.	189.27	3,563.22	24 by 9, 1 l.
44	Iowa..	27001	Burlington, Albert Lea.	Burlington, Cedar Rapids and Northern Rwy.	252.70	3,504.28	22.6 by 9.1, 1 l.
44a	Nebr..	34010	Fremont, Rapid City.	Fremont, Elk Horn and Missouri Valley R. R.	510.25	3,438.24	25 by 9.6, 1 l.
45	Iowa..	27025	Calmar, Running Water.	Chicago, Milwaukee and St. Paul Rwy.	350.06	3,402.23	26.2 by 9.3, 1 l.
46	Iowa..	27014	Davenport, U. P. Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy.	317.97	6,186.24	r. p. o., 49.4 by 9.4 (40 feet auth.), 2 l., 264 m.; 50 by 9.4, 1 l., 53.97 m.
47	Iowa..	27017	Davenport, Leavenworth.	....do	338.77	3,017.24	40.4 by 9.4, 1 l. over whole route and 1 addl. line between Trenton and Altamont, 33.40 m.
48	Ill	23042	Chicago, Danville....	Chicago and Eastern Illinois K. R.	124.68	2,984.28	25 by 9.2, 1 l.
49	Iowa..	27012	Clinton, La Crosse...	Chicago, Milwaukee and St. Paul Rwy.	181.79	2,982.22	r. p. o., 49.3 by 9.3, 1 l. between Sabula and McGregor, 96.90 m.; apt. 21.5 by 9.3, 1 l. between Dubuque and La Crosse, 121.93 m.
50	Minn	26005	Breckenridge, Fargo.	St. Paul, Minneapolis and Manitoba Rwy.	53.41	2,863.22	apt. — by —, 1 l., to Barnesville, 29 m.; 2 l. residue, 24.41 m.
51	Minn	26009	Saint Paul, McGregor	Chicago, Milwaukee and St. Paul Rwy.	212.21	2,720.24	23.7 by 9.4, 1 l.
52	Mo....	28036	Fort Scott, Springfield	Kansas City, Fort Scott and Gulf R. R.	104.32	2,687.24	25 by 9.2, 1 l.
53	Minn	26015	Winona, Saint Peter	Winona and St. Peter R. R.	139.81	5,064.22	35.4 by 9.3, 1 l.
54	Wis...	25018	Milwaukee, Two Rivers.	Milwaukee, Lake Shore and Western Rwy.	84.96	2,640	24.8 by 9.4, 1 l. to Manitowoc.
55	Minn	26035	Junction (n. o.), Boundary Line (n. o.).	St. Paul, Minneapolis and Manitoba Rwy.	2.15	2,636.15	apt. — by —, 1 l.
56	Minn	26006	Saint Paul, Breckenridge.	....do	214.58	4,937.25	r. p. o., 40 by 9.1 l.; apt. 24.6 by 10.3 l. to Minneapolis, 19.44 m., 1 l.; thence to Morris, 146.82 m.

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
16.29	154.58	25.00	112.86	25.00	41,704.13	6,744.75	30,432.70	6,741.25	July 1	Weighed 30 days from Mar. 30, 1887. 0.14 m. increase. Land-grant.
17.38	152.19	25.00	146.21	25.00	21,816.43	3,583.75	20,853.03	3,565.75	July 1	Weighed 30 days from Mar. 30, 1887. 0.72 m. increase.
11.12	150.48	.....	141.93	.....	28,481.34	.....	26,877.28	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.20 m. decrease.
16.24	149.63	.....	104.31	.....	37,811.50	.....	26,434.24	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.73 m. decrease.
7.43	147.92	.....	135.09	.....	75,476.18	.....	31,336.94	.....	Mar. 30	Weighed 30 days from Mar. 30, 1887. 48.83 m. ext. Buffalo Gap to Rapid City from July 5, 1888.
10.92	147.92	.....	125.69	.....	45,543.59	.....	38,871.47	.....	July 1	Weighed 30 days from Mar. 30, 1887. 210.79 m. land-grant, at \$118.33 per m.; formerly \$100.55 per m. 1.34 m. decrease.
19.01	146.37	65.00	134.75	65.00	46,541.26	16,708.05	42,843.76	16,706.75	July 1	Weighed 30 days from Mar. 30, 1887. r. p. o. on 264 m., at \$50 per m. All land-grant. 0.02 m. increase.
14.85	141.93	.....	127.40	.....	48,081.62	.....	43,143.37	.....	July 1	Weighed 30 days from Mar. 30, 1887. 54.98 m. branch, Cameron to Kansas City, formerly at \$5.99 per m. Made a separate route from July 1, 1887, under No 28060.
22.27	141.93	.....	114.57	.....	17,695.83	.....	14,213.55	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.62 m. increase.
15.19	141.93	25.00	134.24	25.00	25,495.40	2,422.50	24,040.22	2,415.00	July 1	Weighed 30 days from Mar. 30, 1887. 10.78 m. land-grant, at \$113.54 per m.; formerly \$107.39 per m. 0.55 m. increase.
9.74	140.22	.....	137.66	.....	7,489.15	.....	7,333.14	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.14 m. increase.
13	138.51	.....	130.82	.....	26,619.43	.....	25,171.48	.....	July 1	Weighed 30 days from Mar. 30, 1887. 100.19 m. land-grant, at \$110.80 per m.; formerly \$104.66 per m. 0.22 m. decrease.
14	137.66	.....	114.57	.....	14,360.60	.....	11,883.20	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.60 m. increase.
16.04	136.80	.....	126.54	.....	19,126.00	.....	17,690.29	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.61 m. increase. All land-grant.
18.91	136.80	.....	101.75	.....	11,622.52	.....	8,044.68	.....	July 1	Weighed 30 days from Mar. 30, 1887.
7	136.80	.....	108.08	.....	294.12	.....	284.25	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.48 m. decrease.
16	136.43	25.00	121.07	25.00	29,060.56	5,364.50	26,165.65	5,403.00	July 1	Weighed 30 days from Mar. 30, 1887. 1.54 m. decrease. Land-grant.

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, etc., of mail-car or apartment.
					Miles.	Lbs.			
57	Iowa.	27030	Des Moines, Jewell...	Chicago and North-western Rwy.	60.02	2,398	22	24 by 9.3, 1 l.....	Feet and inches.
58	Minn.	26014	Saint Peter, Redfield.	Winona and St. Peter R. R.	255.37	2,385	23	24 by 9.3, 1 l.....	
59	Minn.	26010	Hastings, Bowdle...	Chicago, Milwaukee and St. Paul Rwy.	369.74	2,377	24	apt., 17.6 by 8, 1 l., to Aberdeen, 312.81 m.; no apt. residue, 56.93 m.	
60	Iowa.	27007	Creston, Hopkins...	Chicago, Burlington and Quincy R. R.	44.27	2,370	26	17.9 by 9.2, 1 l.....	
61	Mo....	28007	Moberly, Ottumwa...	Wabash Western Rwy.	131.54	2,367	25	19.6 by 9.2, 2 l.....	
62	Mo....	28022	East Saint Louis, Kansas City.	Chicago and Alton R. R.	321	2,362	30	r. p. o., 40 by 9, 1 l. (not auth.).	
63	Minn.	26021	Tracy, Pierre.....	Chicago and North-western Rwy.	255.69	2,327	23	24 by 9.3, 1 l., to Iroquois, 118.30 m.; 2 l. thence to Huron, 18.10 m., 1 l., residue, 119.29 m.	
64	Iowa	27028	Savanna, Union Pacific Transfer (n. o.).	Chicago, Milwaukee and St. Paul Rwy.	352.37	2,240	24	r. p. o., 49.3 by 9.3 (40 ft. auth.), 1 l., Savanna to Sabula Junction, 3.92 m.; apt. 23.7 by 9.4, 1 l.	
65	Ill ...	23021	Dubuque, Centralia..	Illinois Central R. R.	343.27	4,579	25	r. p. o., 50 by 9.10, 1 l.; 40.1 by 8.11, 1 l., Dubuque to Freeport, 69.56 m.; 40.1 by 8.11, 1 l., Freeport to Forrester, 12.51 m.; apt. 27.3 by 9, 1 l.	
66	Ill ...	23005	Rock Island, East Saint Louis.	Chicago, Burlington and Quincy R. R.	247.71	2,233	26	19.8 by 8.10, 2 l., to Barstow, 11.73 m.; 1 l., residue.	
67	Wis ..	25024	Racine, Rock Island..	Chicago, Milwaukee and St. Paul Rwy.	197.85	2,231	25	r. p. o., 49.3 by 9.3 (40 ft. auth.), 1 l., Lanark Junction (n. o.) to Savanna, 22 m.; apt. 26.1 by 9.3, 1 l.	
68	Minn..	26004	Saint Cloud, Saint Vincent.	St. Paul, Minneapolis and Manitoba Rwy.	314.85	4,496	25	apt. — by —.....	
69	Mo....	28028	Saint Joseph, Hopkins.	Kansas City, St. Joseph and Council Bluffs R. R.	59.80	2,166	40	15 by 9.3, 1 l.....	
70	Minn	26023	La Crosse, Flandreau	Chicago, Milwaukee and St. Paul Rwy.	311.29	2,119	23	21.1 by 9.4, 2 l., to Wells, 151.13 m.; 1 l., residue, 160.16 m.	
71	Ill ...	23030	East Saint Louis, El Dorado.	St. Louis, Alton and Terre Haute R. R.	121.65	2,106	25	24.6 by 9.2, 1 l.....	
72	Mo....	28013	Brunswick, Pattonsburgh.	Wabash Western Rwy.	79.99	2,012	26	22.4 by 9.2, 1 l.....	
73	Iowa..	27042	Chariton, Indianola..	Chicago, Burlington and Quincy R. R.	34.05	1,997	22	21.4 by 8.11, 1 l.....	

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per annum for transportation.	Former pay 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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
21.78	133.38		75.24		8,005.46		4,509.13		1887. July 1	Weighed 30 days from Mar. 30, 1887. 0.09 m. increase.
8.5	133.38		104.31		29,154.70		22,786.20		July 1	Weighed 30 days from Mar. 30, 1887. 183.90 m. land-grant, at \$106.70 per m.; formerly \$83.45 per m. 0.02 m. decrease.
9.45	133.38		120.56		43,923.62		36,009.26		July 1	Weighed 30 days from Mar. 30, 1887. 202.11 m. land-grant, at \$106.70 per m.; formerly \$66.45 per m. 30.54 m. ext. I p a w i c h to Bowdle, from Dec. 1, 1886. 0.04 decrease.
13	133.38		76.10		5,904.73		3,371.23		July 1	Weighed 30 days from Mar. 30, 1887. 0.03 m. decrease.
13	133.38		101.75		17,544.80		13,359.77		July 1	Weighed 30 days from Mar. 30, 1887. 0.24 m. increase.
20.78	133.38		113.72		42,814.98		36,963.65		July 1	Weighed 30 days from Mar. 30, 1887. 0.40 m. decrease.
10.60	132.53		117.14		33,886.59		29,953.87		July 1	Weighed 30 days from Mar. 30, 1887. 0.02 m. decrease.
13.06	131.67	25.00	117.14	25.00	46,396.55	85.50	41,137.22	68.50	July 1	Weighed 30 days from Mar. 30, 1887. r. p. o. on 3.42 m. only. 1.19 m. decrease.
14.32	131.32	65.00	122.44	65.00	45,078.21	4,834.15	42,258.94	4,834.15	July 1	Weighed 30 days from Mar. 30, 1887. 1.87 m. decrease. All land-grant. r. p. o. cars on 12.61 m., at \$25 per m.; same formerly.
15.52	130.82		131.07		32,405.42		32,327.61		July 1	Weighed 30 days from Mar. 30, 1887. 2.19 m. increase.
10.25	130.82	25.00	129.26	25.00	25,882.73	550.00	25,720.38	550.00	July 1	Weighed 30 days from Mar. 30, 1887. 0.06 m. decrease.
9.73	130.64		121.75		41,132.00		38,464.47		July 1	Weighed 30 days from Mar. 30, 1887. 1.08 m. decrease. All land-grant.
13	129.96		71.82		7,771.60		4,246.72		July 1	Weighed 30 days from Mar. 30, 1887. 0.67 m. increase.
8.90	123.11		110.30		32,384.05		27,694.76		July 1	Weighed 30 days from Mar. 30, 1887. 302.23 m. land-grant, at \$103.28 per m.; formerly \$88.24 per m. 0.37 m. decrease.
14.18	129.11		127.40		15,706.23		15,498.21		July 1	Weighed 30 days from Mar. 30, 1887.
13	128.25		134.24		10,258.71		10,709.67		July 1	Weighed 30 days from Mar. 30, 1887. 0.21 m. increase.
13	127.40		47.03		4,337.97		1,585.38		July 1	Weighed 30 days from Mar. 30, 1887. 0.34 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.		Size, etc., of mail-car or apartment.
						Miles.	Lbs.	
74	Iowa..	27033	Albia, Des Moines...	Chicago, Burlington and Quincy R. R.	68.81	1,968	27	Feet and inches. 14.4 by 8.11, 1 l., to Avon Junction (n. o.), 60.54 m.; 2 l., residue, 8.27 m.
75	Minn	26021	Saint Paul, Angus....	Minneapolis and St. Louis Rwy.	275.30	1,963	25	20 by 9.3, 2 l., to Albert Lea, 121 m.; 1 l., residue, 154.30 m.
76	Ill	23016	Bureau, Peoria.....	Chicago, Rock Island and Pacific Rwy.	47.13	1,930	23	20 by 9.4, 1 l.....
77	Iowa ..	27021	Dubuque, Sioux City.	Illinois Central R. R.	327.70	3,922	24	27.1 by 9, 2 l.....
78	Mo....	28040	Pleasant Hill, Joplin.	Missouri Pacific Rwy.	133.47	1,902	25	24.6 by 9, 1 l.....
79	Mo....	28030	Saint Joseph, Atchison.	Hannibal and Saint Joseph R. R.	22.19	1,835	20	18.4 by 8.8, 1 l.....
80	Mo....	28024	Holden, Paola.....	Missouri Pacific Rwy.	54.47	1,812	21	16.4 by 6.10, 1 l.....
81	Mo....	28020	Pierce City, Halstead	Saint Louis and San Francisco Rwy.	242.97	1,804	23	20 by 7.4, 1 l.....
82	Mo....	28017	Springfield, Memphis	Kansas City, Springfield and Memphis R. R.	285.40	1,818	22	25 by 9, 1 l.....
83	Wis...	25049	Manitowoc, Wausau..	Milwaukee, Lake Shore and Western Rwy.	133.61	1,775	27	21.8 by 9.4, 1 l. to El and Junction, 110.63 m.
84	Ill ...	23009	Peoria, Rio.....	Chicago, Burlington and Quincy R. R.	66.10	1,759	26	19.4 by 8.11, 1 l., to Elmwood, 27.41 m.; 2 l. thence to Galesburgh, 25.90 m.; no apt. residue.
85	Ark...	29001	Memphis, Little Rock	Memphis and Little Rock R. R.	135	3,194	21	22.8 by 8.9, 1 l.....
86	Iowa ..	27070	Eagle Grove, Iroquois	Chicago and Northwestern Rwy.	271.67	1,673	26	24 by 9.3, 1 l.....
87	Wis...	25017	Milwaukee, Ashland.	Wisconsin Central Associated Lines.	345.94	1,660	26	25.7 by 9.3, 1 l., Rugby Junction to Ashland, 317.85 m.
88	Wis...	25030	Elroy, Saint Paul....	Chicago, Saint Paul, Minneapolis and Omaha Rwy.	196.69	3,600	26	25.11 by 9.2, 1 l. to Hindon, 176.09 m.; 2 l. residue, 19.70 m.
89	Mo ...	28057	Altamont (n. o.), Rushville.	Saint Joseph and Iowa R. R.	65.68	1,655	20	40.4 by 9.4, 1 l.....
90	Iowa ..	27010	Albia, Lyle.....	Central Iowa Rwy..	198.71	1,652	25	22 by 9.6, 1 l. Albia to Mason City, 169.59 m.

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
8.82	126.54	.....	133.35	.....	8,707.21	.....	9,187.21	.....	1887. July 1	Weighted 30 days from Mar. 30, 1887. 0.07 m. decrease.
10.10	126.54	.....	92.34	.....	34,836.46	.....	25,534.43	.....	July 1	Weighted 30 days from Mar. 30, 1887. 11.87 m. ext., Minneapolis to Saint Paul, from Sept. 10, 1886. 3.17 m. increase.
12	124.83	.....	102.60	.....	5,883.23	.....	4,825.27	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.10 m. increase.
12.43	124.48	.....	112.86	.....	40,792.09	.....	36,971.81	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.11 m. increase. All land-grant.
14.53	123.08	.....	79.52	.....	16,547.61	.....	10,631.82	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.23 m. decrease.
14	120.56	.....	86.36	.....	2,675.22	.....	1,881.78	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.40 m. increase.
11.18	119.70	.....	87.21	.....	6,520.05	.....	4,725.91	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.28 m. increase.
14	119.70	.....	112.01	.....	27,268.61	.....	25,937.87	.....	July 1	Weighted 30 days from Mar. 30, 1887. Lap Wichita to Halstead, 25.27 m., at \$47.88 per m.; formerly \$56.43 per m. 0.70 m. decrease.
15.55	119.70	.....	72.68	.....	34,182.38	.....	20,740.69	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.03 m. increase.
17.79	117.99	.....	71.82	.....	15,764.64	.....	9,595.87	.....	July 1	Weighted 30 days from Mar. 30, 1887.
19.19	117.14	.....	94.91	.....	7,742.95	.....	5,052.05	.....	July 1	Weighted 30 days from Mar. 30, 1887. 12.31 m. ext. Galesburgh to Rio from Mar. 29, 1887. 0.56 m. increase.
14	115.60	.....	112.18	.....	15,006.00	.....	15,144.30	.....	1886. July 1	Weighted 30 days from Oct. 6, 1886. Land-grant.
7.65	113.72	.....	82.08	.....	30,894.31	.....	22,278.97	.....	1887. July 1	Weighted 30 days from Mar. 30, 1887. 0.24 m. increase.
16.19	113.72	.....	111.15	.....	32,513.40	.....	31,511.22	.....	July 1	Weighted 30 days from July 6, 1887. 187.25 m., Steven's Point to Ashland, land-grant at \$90.97 per m.; formerly \$88.92 per m.; 32.99 m. lap service at \$35.91 per m.; formerly \$17.10 per m. 3.72 m. decrease.
20.26	113.54	.....	108.08	.....	22,332.18	.....	21,238.80	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.18 m. increase. All land-grant.
13	112.86	.....	.....	.....	7,412.64	.....	.....	.....	July 1	Weighted 30 days from Mar. 30, 1887. On 65.91 m. from May 1, 1886; new. 0.23 m. decrease.
13	112.86	.....	114.57	.....	22,246.41	.....	22,774.22	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.07 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.		Size, etc., of mail-car or apartment.
					Miles.	Average weight of mails whole distance per day. Miles per hour.	
91	Ill ...	23027	State Line (n. o.), Warsaw.	Toledo, Peoria, and Western Rwy.	229.20	1,607 27	32 by 8.9, 1 l. State Line (n. o.), to Keokuk, 223.70 m.
92	Wis...	25003	Milwaukee, Berlin...	Chicago, Milwaukee and St. Paul Rwy.	97.22	1,565 25	26 by 9.3, 1 l. Milwaukee to Ripon, 84.29 m.
93	Minn..	20055	Saint Paul, Lyle.....	Minnesota and Northwestern R. R.	108.53	1,562 29	25 by 9.5, 1 l.....
94	Ill ...	23055	Decatur, Indianapolis	Indianapolis, Decatur and Springfield Rwy.	154.26	1,512 ..	20.5 by 9.2, 1 l.....
95	Ill ...	23059	Chicago, Rugby Junction (n. o.).	Wisconsin Central Associated Lines.	117.60	1,501 28	21 by 9.4, 1 l.....
96	Wis...	25026	Eau Claire, Abbottsford.	Wisconsin Central Associated Lines.	66.39	1,465 27	30.2 by 9.3, 1 l. 54.84 m.
97	Mo...	28039	Monett, Fort Smith ..	St. Louis and San Francisco Rwy.	133.44	1,430 24	22.6 by 7.4, 1 l.....
98	Ill ...	23012	Streator, Auróra	Chicago, Burlington and Quincy R. R.	60.97	1,420 26	27.3 by 8.9, 1 l.....
99	Ill ...	23025	Hannibal, Bluffs.....	Wabash, St. Louis and Pacific Rwy.	50.36	1,417 25	13.2 by 7.4, 1 l.....
100	N. Y..	0002	New York, Mariners' Harbor.	Staten Island Rapid Transit R. R.	9.78	1,403 15	11 by 8, 4 l. to Saint George (n. o.), 5 m.; no apt. res.
101	Wis...	25011	Kenosha, Rockford ..	Chicago and Northwestern Rwy.	73.71	1,376 20	r. p. o., 50 by 9.5, 1 l. betw. Harvard and Caledonia, 15 m.; apt. 12.8 by 8, 1 l.
102	Wis..	25061	Chippewa Falls, Saint Paul.	Wisconsin Central Associated Lines.	101.63	1,374 20	30.2 by 9.3, 1 l.....
103	Wis..	25050	Eland, Watersmeet ..	Milwaukee, Lake Shore and Western Rwy.	105.48	1,351 28	22.5 by 9.2, 1 l.....
104	Iowa..	37052	Tama City, Elmore...	Chicago and Northwestern Rwy.	164.64	1,338 22	24 by 9.3, 1 l.....
105	Ill ...	23018	Bloomington, Roodhouse.	Chicago and Alton R. R.	111.28	1,333 25	40 by 9.1, 1 l.....
106	Mo ...	28061	Pattonsburgh, Council Bluffs.	Wabash, St. Louis and Pacific Rwy.	144.61	1,330 26	25.8 by 9.2, 1 l.....
107	Minn..	26007	Saint Paul, Duluth ...	St. Paul and Duluth R. R.	154.23	1,883 25	22 by 8.6, 1 l.....
108	Mo ...	28034	Bismarck, Columbus.	St. Louis, Iron Mountain and Southern Rwy.	121.34	1,302 20	13.10 by 9.3, 1 l.....
109	Wis...	25038	Milwaukee, Montfort.	Chicago and Northwestern Rwy.	146.37	1,276 25	24.7 by 9.3, 1 l.....

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
12 75	111.15		117.00		25,475.58		27,004.37		July 1	Weighed 30 days from Mar. 30, 1887. 0.33 m. increase.
12	103.44		103.40		10,639.75		10,085.23		July 1	Weighed 30 days from Mar. 30, 1887. 0.26 m. decrease.
17.42	109.44		86.30		11,877.52		9,427.06		July 1	Weighed 30 days from Mar. 30, 1887. 0.63 m. decrease.
13	106.88		60.69		16,487.30		10,262.92		July 1	Weighed 30 days from Mar. 30, 1887. 0.37 m. increase.
13	106.88				12,569.08				July 1	Weighed 30 days from July 6, 1887. From Aug. 25 to Oct. 16, 1886, on 122.50 m. from Chicago to Schlesingererville. From Oct. 17, 1886, route curtailed to end at Rugby Junction (n. o.), decreasing distance 5.65 m.
10	105.17		56.43		6,982.23		3,691.08		July 1	Weighed 30 days from July 6, 1887. 0.98 m. increase.
7	103.46		81.23		13,805.70		11,362.45		July 1	Weighed 30 days from Mar. 30, 1887. 6.44 m. decrease. Route formerly from Pierce City to Fort Smith.
12	103.46		94.91		6,307.95		5,759.13		July 1	Weighed 30 days from Mar. 30, 1887. 0.29 m. increase.
18	102.60		112.86		5,166.93		5,644.12		July 1	Weighed 30 days from Mar. 30, 1887. 0.35 m. increase.
27	102.60				1,003.42				1886. July 1	Weighed 30 days from Sept. 3, 1886. New.
11.16	100.89	40.00	131.67	40.00	7,436.60	600.00	9,532.90	592.00	1887. July 1	Weighed 30 days from Mar. 30, 1887. 1.31 m. increase.
13	100.89		66.69		10,556.12		6,981.77		July 1	Weighed 30 days from July 6, 1887. 0.05 m. decrease.
14.16	100.04		47.03		10,552.21		4,970.13		July 1	Weighed 30 days from Mar. 30, 1887.
9.59	99.18		76.10		16,328.89		12,533.67		July 1	Weighed 30 days from Mar. 30, 1887. 0.06 m. decrease.
15.30	99.18		119.70		11,036.75		13,319.02		July 1	Weighed 30 days from Mar. 30, 1887. 0.01 m. increase.
7	99.18		134.24		14,342.41		19,446.00		July 1	Weighed 30 days from Mar. 30, 1887. Formerly part of route 28013. 0.25 m. decrease.
17.60	98.49		75.93		15,190.11		11,738.02		July 1	Weighed 30 days from Mar. 30, 1887. 0.36 m. decrease. Alland grant.
14	98.33		85.50		11,931.36		10,369.44		July 1	Weighed 30 days from Mar. 30, 1887. 0.06 m. increase.
11.06	96.62		69.69		14,142.26		9,761.41		July 1	Weighed 30 days from Mar. 30, 1887.

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 mail, whole distance per day.	Miles per hour.	Size, etc., of mail-car or apartment.
					Miles.	Lbs.			
110	Wis...	25005	Watertown, Madison.	Chicago, Milwaukee and St. Paul Rwy.	38.97	1,267	27	16.8 by 7.7, 2 1/2.....	
111	Minn...	26030	Crookston, Devil's Lake.	St. Paul, Minneapolis and Manitoba Rwy.	114.55	1,267	22	16 by 8.9, 1 1/2.....	
112	Iowa...	27022	Waterloo, Lyle.....	Illinois Central R. R..	82.12	1,194	22	19.9 by 7.5, 1 1/2.....	
113	Iowa...	27027	Davenport, Calmar...	Chicago, Milwaukee and St. Paul Rwy.	165.73	1,183	21	20 by 8.9, 1 1/2.....	
114	Iowa...	27031	Des Moines, Tara....	Des Moines and Fort Dodge R. R.	82.91	1,161	27	13 by 9.3, 2 1/2, to Angus; 1 l. residue.	
115	Kans...	33060	Chanute, Longton....	Chicago, Kansas and Western R. R.	45.13	1,174	22	22 by 9.2, 1 1/2.....	
115a	Iowa...	27038	Maple River, Onawa..	Chicago and North-western Rwy.	81.27	1,103	..	no apt.....	
116	Dak...	35023	Columbia, Oakes.....	Chicago and North-western Rwy.	39.30	1,158	26	15.6 by 7.7, 1 1/2.....	
117	Iowa...	27019	Keokuk, Des Moines..	Chicago, Rock Island and Pacific Rwy.	163.04	1,152	21	16.6 by 9, 1 1/2.....	
118	Mo...	28037	Saint Joseph, Albany.	Chicago, Burlington and Quincy R. R.	49.63	1,110	22	21.4 by 8.11, 1 1/2.....	
119	Ill...	23040	Peoria, Rock Island..	Rock Island and Peoria Rwy.	91.82	1,104	30	13.11 by 9, 1 1/2.....	
120	Wis...	25016	Milwaukee, Iron Mountain.	Milwaukee and Northern R. R.	209.30	1,092	26	33.4 by 9.4, 1 1/2.....	
121	Ill...	23066	Chicago, Altamont....	Wabash, St. Louis and Pacific Rwy.	215.84	1,085	25	18.8 by 8.6, 1 1/2, between Bement and Altamont, 63.04 m.	
122	Mo...	28012	Saint Joseph, Henry..	St. Joseph and St. Louis R. R.	73.48	1,083	25	11.11 by 9.3, 2 1/2.....	
123	Iowa...	27008	Cedar Rapids, Watertown.	Burlington, Cedar Rapids and Northern Rwy.	399.68	1,076	23	19.10 by 9.1, 1 1/2.....	
124	Wis...	25042	Lancaster Junction (n. o.), Lancaster.	Chicago and North-western Rwy.	12.28	1,073	18	24.7 by 9.3, 1 1/2.....	
125	Wis...	25008	Oshkosh, Ripon.....	Chicago, Milwaukee and St. Paul Rwy.	20.40	1,055	20	26 by 9.3, 1 1/2.....	
126	Iowa...	27074	Red Oak, Nebraska City.	Chicago, Burlington and Quincy R. R.	53.67	1,034	25	15.4 by 8.10, 1 1/2.....	
127	Iowa...	27061	Bethany Junction (n. o.), Albany.	...do.....	46.12	1,017	22	21.4 by 8.11, 1 1/2.....	
128	Wis...	25020	Warren, Ill., Mineral Point, Wis.	Chicago, Milwaukee and St. Paul Rwy.	82.94	1,015	24	16.9 by 7.4, 1 1/2, Gratiot to Mineral Point, 25.81 m.	

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for t. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for t. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for t. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for t. p. o. cars.	Date of adjustment or readjustment.	Remarks.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
12	96.62	.....	45.32	.....	3,765.28	.....	1,767.48	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.03 m. decrease.
6	96.62	.....	69.26	.....	11,067.82	.....	7,919.18	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.21 m. increase.
12	93.20	.....	75.24	.....	7,653.58	.....	6,174.94	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.05 m. increase.
7.12	93.20	.....	82.94	.....	15,446.03	.....	13,743.16	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.03 m. increase.
14.75	92.34	.....	74.39	.....	7,655.90	.....	6,137.18	.....	July 1	Weighted 30 days from Mar. 30, 1887. 6.41 m. increase.
7	92.34	.....	.....	.....	4,167.30	.....	.....	.....	Feb. 21	Weighted 30 days from Mar. 31, 1887. New.
12.07	92.34	.....	58.14	.....	7,504.47	.....	3,507.59	.....	July 1	Weighted 30 days from Mar. 30, 1887. 21.09 m. ext. from Mapleton to Onawa from Jan. 12, 1887. 0.15 m. decrease.
6	91.40	.....	.....	.....	3,595.55	.....	.....	.....	Feb. 10	Weighted 30 days from Mar. 30, 1887. New.
12	91.49	.....	72.68	.....	14,916.52	.....	11,854.83	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.07 m. decrease.
13	89.78	.....	63.87	.....	4,455.78	.....	2,757.60	.....	July 1	Weighted 30 days from Mar. 30, 1887. 1.56 m. decrease.
12	89.78	.....	79.52	.....	8,243.59	.....	7,284.03	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.22 m. increase.
13.06	88.92	.....	88.07	.....	18,610.95	.....	18,511.42	.....	July 1	Weighted 30 days from Mar. 30, 1887. 23.83 m. ext. Pike to Iron Mountain from Dec. 1, 1886. 0.66 m. decrease.
10.95	88.92	.....	77.81	.....	19,192.49	.....	16,806.18	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.15 m. decrease.
13	88.92	.....	74.39	.....	6,533.84	.....	5,465.43	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.01 m. increase.
9.52	88.07	.....	65.84	.....	33,520.90	.....	25,353.26	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.12 m. decrease. Service from Cedar Rapids to Vinton at \$15.39 per m.; formerly \$23.94 per m. Lap on route 27001.
12	88.07	.....	74.39	.....	1,081.40	.....	915.74	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.03 m. decrease.
12	87.21	.....	64.13	.....	1,779.08	.....	1,246.08	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.59 m. decrease.
7.57	86.36	.....	73.53	.....	4,634.94	.....	3,730.91	.....	July 1	Weighted 30 days from Mar. 30, 1887. 2.95 m. ext. from Eastport to Nebraska City from Feb. 28, 1887. 0.02 m. decrease.
13	85.50	.....	64.13	.....	3,943.20	.....	2,998.71	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.64 m. decrease.
12	85.50	.....	87.21	.....	2,816.37	.....	2,873.56	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.01 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.		Size, etc., of mail-car or apartment.
					Miles.	Average weight of mails which dis- tance per day. Miles per hour.	
129	Iowa..	27034	Elk Point, Sioux Falls	Chicago, Milwaukee and St. Paul Rwy.	70.61	998 25	20.2 by 9.4, 1 l.
130	Wis... 25003	Watersmeet, Ashland	Milwaukee, Lake Shore and Western Rwy.	98.42	903 24	24.8 by 9.4, 1 l.	
131	Iowa..	27006	Chariton, Grant City	Chicago, Burlington and Quincy R. R.	93.91	991 22	11.3 by 8.10, 1 l.
132	Wis... 25004	Milton Junction, Shullsburgh.	Chicago, Milwaukee and St. Paul Rwy.	75.50	981 21	16.9 by 7.3, 1 l. to Gratiot, 63.14 m.	
133	Minn..	26038	Minneapolis, Birch Cooley.	Minneapolis and St. Louis Rwy.	100.99	976 25	20 by 9, 1 l.
134	Iowa..	27095	Hayfield, Dubnque...	Minnesota and North-western R. R.	172.68	941 28	25 by 9.5, 1 l.
135	Iowa..	27026	Conover, Decorah....	Chicago, Milwaukee and St. Paul Rwy.	9.51	935 18	no apt.
136	Iowa..	27066	Jewell, Wall Lake Junction (n. o.).	Chicago and North-western Rwy.	73.50	934 25	24 by 9.3, 1 l.
137	Iowa..	27048	Elmira (n. o.), Iowa Junction (n. o.)	Burlington, Cedar Rapids and Northern Rwy.	20.80	928 25	12 by 8.9, 1 l.
138	Ill ...	23008	Rushville, Yates City	Chicago, Burlington and Quincy R. R.	63.27	922 24	13.8 by 7.1, 1 l.
139	Ill ...	23073	Oregon, Saint Paul ..	Chicago, Burlington and Northern R. R.	333.31	910 25	no apt.
140	Wis... 25048	Eau Claire, Chicago Junction (n. o.).	Chicago, St. Paul, Minneapolis and Omaha Rwy.	81.85	886 27	22.2 by 9.4, 1 l.	
141	Mo....	28033	Independence, Sedalia.	Missouri Pacific Rwy.	89.22	878 22	20.5 by 7.5, 2 l.
142	Tex... 31054	Fort Worth, Gain-ville.	Gulf, Colorado and Santa Fe Rwy.	64.90	875 26	13.7 by 8.10, 1 l.	
143	Nebr..	34036	Grand Island, Anselmo.	Grand Island and Wyoming Central R. R.	99.83	878 20	21 by 8.10, 1 l. to Broken Bow, 80.22 m.; no apt. residue.
144	Iowa..	27008	Burlington, Carrollton.	Chicago, Burlington and Kansas City Rwy.	220.57	864 22	14.1 by 8.0, 1 l.
145	Dak ..	35001	Sioux City, Mitchell..	Chicago, Milwaukee and St. Paul Rwy.	138.18	838 24	30.2 by 9.3, 2 l. to Elk Point, 21.20 m.; 1 l. residue, 116.98 m.
146	Mo....	28051	Brd's Point, Texarkana.	St. Louis, Arkansas and Texas R. R.	417.92	828 17	24.6 by 9.2, 1 l.
147	Wis... 25006	Horieon, Portage....	Chicago, Milwaukee and St. Paul Rwy.	52.24	827 24	15.6 by 7, 1 l.	
148	Iowa..	27050	Wall Lake, Sac City..	Chicago and North-western Rwy.	14.73	821 20	12.2 by 7.5, 1 l.
149	Ill ...	23024	Peoria, Evansville ...	Peoria, Decatur and Evansville Rwy.	250.56	801 22	19.9 by 9, 1 l.

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
7.59	84.65	.....	78.66	.....	5,977.13	.....	5,534.51	.....	July 1	1887. Weighed 30 days from Mar. 30, 1887. 0.25 m. increase.
13	84.65	.....	42.75	.....	8,331.25	.....	4,221.13	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.32 m. decrease.
9.09	84.65	.....	71.82	.....	7,949.48	.....	6,799.92	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.77 m. decrease.
11.40	84.65	.....	87.21	.....	6,391.07	.....	6,566.04	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.21 m. decrease.
6	83.79	.....	44.40	.....	8,461.95	.....	4,561.71	.....	July 1	Weighed 30 days from Mar. 30, 1887. 1.59 m. decrease.
6.51	82.94	.....	.....	.....	14,322.07	.....	.....	.....	July 1	Weighed 30 days from Mar. 30, 1887. From Feb. 16, 1887, on 172.83 m. 0.15 m. decrease.
18	82.08	.....	62.42	.....	780.58	.....	584.87	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.14 m. increase.
6	82.08	.....	49.50	.....	6,032.88	.....	2,910.44	.....	July 1	Weighed 30 days from Mar. 30, 1887. 14.96 m. ext. from Lake City to Wall Lake Junction from Feb. 28, 1887. 0.15 m. decrease.
8.56	82.08	.....	42.75	.....	1,707.26	.....	999.07	.....	July 1	Weighed 30 days from Mar. 30, 1887. 2.57 m. decrease.
8.86	82.08	.....	64.98	.....	5,193.20	.....	4,154.82	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.67 m. decrease.
11.14	81.23	.....	.....	.....	27,074.77	.....	.....	.....	Mar. 14	Weighed 30 days from Mar. 30, 1887. New.
7.44	80.37	.....	50.45	.....	6,578.28	.....	3,991.00	.....	July 1	Weighed 30 days from Mar. 30, 1887. 2.74 m. increase.
14	79.52	.....	52.16	.....	7,094.77	.....	4,599.99	.....	July 1	Weighed 30 days from Mar. 30, 1887. 1.03 m. increase.
7	79.52	.....	.....	.....	5,160.84	.....	.....	.....	Feb. 14	Weighed 30 days from Feb. 18, 1887. New.
6	79.52	.....	.....	.....	7,938.47	.....	.....	.....	Feb. 10	Weighed 30 days from Mar. 30, 1887. 89.44 m. Grand Island to Broken Bow from Nov. 18, 1886; 19.39 m. ext. Broken Bow to Anselmo from Feb. 10, 1887. New.
6	79.52	.....	75.24	.....	17,539.72	.....	16,595.68	.....	July 1	Weighed 30 days from Mar. 30, 1887.
9.59	77.81	.....	59.85	.....	10,751.78	.....	9,127.83	.....	Mar. 30	Weighed 30 days from Mar. 30, 1887. 47.76 m. ext. from Scotland to Mitchell from Feb. 10, 1887.
7	77.81	.....	65.84	.....	32,518.35	.....	27,524.41	.....	July 1	Weighed 30 days from Apr. 4, 1887. 0.13 m. decrease.
7.27	77.81	.....	66.09	.....	4,064.79	.....	3,399.85	.....	July 1	Weighed 30 days from Mar. 30, 1887. 1.26 m. increase.
12	77.81	.....	44.46	.....	1,069.45	.....	629.99	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.94 m. decrease.
12	76.95	.....	55.58	.....	19,280.59	.....	13,884.44	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.75 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.		Size, etc., of mail-car or apartment.
						Miles.	Lbs.	
150	Cal...	46050	Soledad, Templeton..	Southern Pacific R. R.	78.78	792	28	20.2 by 9, 11.....
151	Ill....	23653	East Saint Louis, Cairo.	Mobile and Ohio R. R.	153.54	700	..	21.5 by 8.9, 11.....
152	Iowa...	27020	Farley, Cedar Rapids.	Chicago, Milwaukee and St. Paul Rwy.	57.87	768	23	18.1 by 7.7, 11, to Marion, 52.10 m.; 2 l. residue, 5.77 m.
153	W. Va.	12013	Wheeling, Point Pleasant.	Ohio River R. R.....	172.29	767	20	15.9 by 8.6, 11.....
154	Mich...	24065	Emery, Mount Pleasant.	Toledo, Ann Arbor and North Michigan Rwy.	116.23	760	23	14.9 by 9.2, 11.....
155	Neb....	34015	Grand Island, Ord....	Omaha and Republican Valley R. R.	62.44	749	25	16.6 by 6.6, 21, to Saint Paul, 21.78 m.; 1 l. residue, 40.66 m.
156	Wis....	25628	Hudson, Bayfield.....	Chicago, St. Paul Minneapolis and Omaha Rwy.	181.11	1,142	25	22 by 9.4, 11, to Chicago Junction, 78.47 m.; 2 l. thence to Superior Junction (n. o.), 8.2 m.; 1 l. thence to Ashland Junction (n. o.), 72.9 m.; no apt. residue.
157	Iowa...	27016	Washington, Knoxville,	Chicago, Rock Island and Pacific Rwy.	78.78	703	23	22.6 by 9.4, 11.....
158	Wis....	25631	Tomah, Merrill.....	Chicago, Milwaukee and St. Paul Rwy.	108.02	693	24	16.9 by 7.6, 11.....
159	Mo....	26032	Atchison, Atchison Junction.	Chicago, Rock Island and Pacific Rwy.	29.24	693	18	25.3 by 8.11, 11.....
160	Wis....	25647	Wabasha, Eau Claire.	Chicago, Milwaukee and St. Paul Rwy.	49.27	682	24	18.5 by 9.2, 11.....
161	Mo....	28054	Orougo, Galena.....	St. Louis and San Francisco Rwy.	19.44	681	22	20.8 by 7.3, 11., Joplin to Galena.
162	Mo....	28058	Nevada, Chetopa.....	Nevada and Minden Rwy.	77.38	677	24	16.4 by 6.10, 11.....
163	Mo....	28019	Quincy, Trenton....	Quincy, Missouri and Pacific Rwy.	137.53	668	22	23.3 by 6.8, 11.....
164	Wis....	25651	Superior Junction (n. o.), Duluth.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	70.83	666	24	22.2 by 9.4, 11.....
165	Wis....	25625	Galena, Woodman....	Chicago and Northwestern Rwy.	76.29	662	16	12 by 7.3, 11, to Lancaster Junction (n. o.), 63.25 m.
166	Mich...	24057	Alger, Alpena.....	Detroit, Bay City and Alpena R. R.	104.56	655	21	12.9 by 7, 11.....

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
7	76.10				5,995.15				Mar. 7	Weighed 30 days from Mar. 30, 1887. New.
8.14	75.24		70.97		11,552.34		10,900.99		July 1	Weighed 30 days from Mar. 30, 1887. 0.06 m. decrease.
9.07	75.24		63.27		4,354.13		3,661.43		July 1	Weighed 30 days from Mar. 30, 1887.
18.05	75.24		65.84		12,963.09		6,140.89		Apr. 21	Weighed 30 days from Apr. 21, 1887. 79.02 m. ext. Parkersburgh to Point Pleasant from Mar. 7, 1887.
13.85	75.24		56.43		8,745.14		2,306.85		Mar. 30	Weighed 30 days from Mar. 30, 1887. 20.35 m. extension, Saint Louis to Mt. Pleasant from Feb. 21, 1887; 55 m. ext., Owasso to Emery from Feb. 21, 1887.
12	74.39		67.55		4,644.91		4,300.87		Mar. 30	Weighed 30 days from Mar. 30, 1887. 12.07 m. extension, North Lomp to Ord from Nov. 1, 1886.
13.27	73.19		54.04		13,255.44		9,805.01		July 1	Weighed 30 days from Mar. 30, 1887. 0.33 m. decrease.
12.97	72.68		59.85		5,725.73		4,704.81		July 1	Weighed 30 days from Mar. 30, 1877. 0.17 m. increase.
6	71.82		65.84		7,757.99		7,115.32		July 1	Weighed 30 days from Mar. 30, 1877. 0.05 m. decrease.
8.48	71.82		90.63		2,100.01		2,609.01		July 1	Weighed 30 days from Mar. 30, 1887. 0.21 m. decrease.
9.12	71.82		42.75		3,538.57		2,119.54		July 1	Weighed 30 days from Mar. 30, 1887. 0.31 m. decrease.
15.67	71.82		42.75		1,396.18		897.75		July 1	Weighed 30 days from Mar. 30, 1887. 1.56 m. decrease.
7	70.97				5,491.65				July 1	Weighed 30 days from Mar. 30, 1887. On 77.12 m. from Oct. 15, 1886. 0.20 m. increase.
6	70.97		67.55		9,700.50		9,294.20		July 1	Weighed 30 days from Mar. 30, 1887. 0.06 m. decrease.
13	70.97		62.42		4,132.20		3,501.89		July 1	Weighed 30 days from Mar. 30, 1887. 63 m. land grant, at \$56.77 per m.; formerly \$49.94 per m. 0.09 m. increase.
8.24	70.97		65.84		5,414.30		5,022.93		July 1	Weighed 30 days from Mar. 30, 1887.
6	70.11		70.97		7,326.49		5,839.41		Mar. 30	Weighed 30 days from Mar. 30, 1887. 22.22 m. extension Black Rivers to Alpena from May 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.		Size, etc., of mail-car or apartment.
					Miles.	Average weight of mail in whole distance per day.	
					Miles.	Lbs.	Feet and inches.
167	Ill.....	23011	Burlington, Iowa, Quincy, Ill.	Chicago, Burlington and Quincy R. R.	72.42	634 22	22.7 by 8.9, 11.....
168	Iowa..	27007	Van Wert, Shenandoah.	Humeston and Shenandoah R. R.	96.77	653 ..	23 by 9, 11.....
169	Iowa..	27015	Des Moines, Indianola	Chicago, Rock Island and Pacific Rwy.	22.54	643 16	9 by 7, 11., betw. Des Moines and Somerset Junction, 15.82 m.
170	Ill....	23041	Quincy, Hannibal ...	Chicago, Burlington and Quincy R. R.	19.18	643 ..	12 by 6.11, 11., to Fall Creek, 13.02 m.
171	Minn..	26053	Birch Cooley, Watertown.	Wisconsin, Minnesota and Pacific Rwy.	123.39	636 25	20 by 9, 11.....
172	Ill.....	23038	Peoria, Jacksonville..	Chicago, Peoria and St. Louis Rwy.	84.26	620 26	38 by 10.1, 11.....
173	Iowa..	27002	Cedar Rapids, Decorah.	Burlington, Cedar Rapids and Northern Rwy.	122.21	617 21	13.8 by 9.1, 11.....
174	Ill.....	23050	Danville, Cairo.....	Wabash, St. Louis and Pacific Rwy.	261.05	613 25	19.6 by 7.9, 11.....
175	Iowa..	27056	Des Moines, Cedar Falls.	Chicago, St. Paul and Kansas City Rwy.	107.31	612 26	15.7 by 8.8, 11.....
176	Ohio..	21080	Toledo, Bowerston ...	Wheeling and Lake Erie R. R.	171.68	607 27	16.10 by 8, 11.....
177	Iowa..	27076	Summerset, Winterset.	Chicago, Rock Island and Pacific Rwy.	27.70	599 16	9 by 7, 11.....
178	Mo....	28029	Hannibal, Gilmore ...	St. Louis and Hannibal Rwy.	86.41	598 24	16.6 by 7, 11.....
179	Wis...	25027	Fort Howard, Winona	Green Bay, Winona and St. Paul R. R.	214.88	590 23	13.3 by 7.4, 11.....
180	Ill....	23070	Galva, Gladstone.....	Chicago, Burlington and Quincy R. R.	74.54	584 25	11 by 6.11, 11.....
181	Fla...	16025	Enterprise Junction (n. o.), Titusville.	Jacksonville, Tampa and Key West Rwy.	40.42	580 20	13.3 by 7.4, 11.....
182	Iowa..	27092	Indianola, Avon Junction (n. o.).	Chicago, Burlington and Quincy R. R.	14.47	1,959 22	11.3 by 8.10, 11.....
183	Kans..	33063	Le Roy, Independence	Verligris Valley, Independence and Western Rwy.	68.85	573 16	16.4 by 6.10, 11.....
184	Wis...	25019	Sheboygan, Princeton	Chicago and Northwestern Rwy.	79.22	576 19	13.8 by 7.6, 11.....
185	Ill....	23047	Chester, Tamaroa	Wabash, Chester and Western R. R.	42.90	568 20	13.6 by 6.6, 11.....
186	Iowa..	27009	Villisca, Burlington Junction.	Chicago, Burlington and Quincy R. R.	37.54	555 21	17.5 by 9, 11.....

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.		
6	70.11		50.45		5,077.36		3,063.13		1887. July 1	Weighed 30 days from Mar. 30, 1887. 0.19 m. decrease.
6	70.11		52.16		6,784.54		5,026.66		July 1	Weighed 30 days from Mar. 30, 1887. 0.40 m. increase.
13.78	70.11		64.98		1,580.27		1,457.50		July 1	Weighed 30 days from Mar. 30, 1887. 0.11 m. increase.
10.07	70.11		70.52		1,344.70		1,573.70		July 1	Weighed 30 days from Mar. 30, 1887. 0.61 m. decrease.
6	69.20		56.43		8,545.90		6,957.81		July 1	Weighed 30 days from Mar. 30, 1887. 0.69 m. increase.
12	69.26		71.82		5,835.84		6,070.22		July 1	Weighed 30 days from Mar. 30, 1887. 0.26 m. decrease.
6	68.40		58.14		8,359.10		7,109.94		July 1	Weighed 30 days from Mar. 30, 1887. 0.08 m. decrease.
12.21	68.40		62.42		17,855.82		16,210.83		July 1	Weighed 30 days from Mar. 30, 1887. 1.20 m. increase.
9.24	68.40		49.59		7,340.00		5,325.06		July 1	Weighed 30 days from Mar. 30, 1887. 0.69 m. decrease.
6.84	68.40		60.71		10,550.34		9,414.90		1886. Mar. 15	Weighed 30 days from Dec. 1, 1886. 16.60 m. ext. Zoar Station to Bowerston from Mar. 15, 1886. 155.08 m. at \$60.71 per m.
12	67.55		59.85		1,871.13		1,659.04		1887. July 1	Weighed 30 days from Mar. 30, 1887. 0.02 m. decrease.
11.3	67.55		70.97		5,836.99		6,081.41		July 1	Weighed 30 days from Mar. 30, 1887. 0.72 m. increase.
6	67.55		60.71		14,515.14		13,083.00		July 1	Weighed 30 days from Mar. 30, 1887. 0.62 m. decrease.
12	67.55		61.66		5,035.17		4,627.46		July 1	Weighed 30 days from Mar. 30, 1887. 0.63 m. decrease.
6	67.55				2,730.37				1886. Mar. 22	Weighed 30 days from Dec. 1, 1886. New.
13	66.69		62.41		965.00		909.31		1887. July 1	Weighed 30 days from Mar. 30, 1887. Lap service over Route 27015: average daily weight, 643 pounds. 0.10 m. decrease.
14	66.69				4,591.60				Feb. 21	Weighed 30 days from Mar. 30, 1887. New.
9.82	66.69		63.27		5,283.18		5,006.55		July 1	Weighed 30 days from Mar. 30, 1887. 0.09 m. increase.
11.76	66.69		70.11		2,861.00		2,927.79		July 1	Weighed 30 days from Mar. 30, 1887. 1.14 m. increase.
6	65.84		51.30		2,471.63		1,932.98		July 1	Weighed 30 days from Mar. 30, 1887. 0.14 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.		Size, etc., of mail-car or apartment.
						Miles per hour.	Miles per hour.	
					Miles.	Lbs.		Feet and inches.
187	Kans	33050	Council Grove, Salina	Topeka, Salina and Western Rwy.	72.22	549	23	16.4 by 6.10, 1 1/2
188	Ill	23046	Jacksonville, Centralia.	Jacksonville South-eastern Rwy.	113.32	549	25	12 by 7.4, 2 1/2. Barnett to Litchfield, 6.50 m; 1 1/2 res., 106.82 m.
189	Ill	23034	Springfield, Gilman	Illinois Central R. R.	112.71	531	23	12.9 by 7.5, 1 1/2
190	Minn	26012	Austin, Mason City	Chicago, Milwaukee and St. Paul Rwy.	41.33	529	26	12 by 9.5, 1 1/2
191	Kans	33067	Ottawa, Council Grove	Council Grove, Osage City and Ottawa Rwy	71.34	539	22	16.4 by 6.10, 1 1/2
192	Kans	33062	Kingman, Cullison	Kingman, Pratt and Western R. R.	44.52	528	20	17.4 by 7.2, 1 1/2
193	Iowa	27004	Muscatine, What Cheer.	Burlington, Cedar Rapids and Northern Rwy.	76.62	530	21	11.11 by 9.4, 1 1/2
194	Mo	28009	Centralia, Columbia	Wabash Western Rwy.	22.14	534	15	no apt
195	Minn	26029	Lake Crystal, Elmore	Chicago, St. Paul, Minneapolis and Omaha Rwy.	44.15	521	25	12.1 by 7.4, 1 1/2
196	Cal	46033	Citros Station (n. o.), Riverside.	California Southern R. R.	3.79	502	20	no apt
197	Wis	25032	Ashland Junction (n. o.), Ashland.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	4.63	861	25	22 by 9.4, 1 1/2
198	Ill	23081	Clayton, Keokuk	Wabash, St. Louis and Pacific Rwy.	43.09	491	11	17.6 by 8.4, 1 1/2
199	Iowa	27089	Sac City, Kingsley	Chicago and Northwestern Rwy.	58.28	490	21	12.2 by 7.5, 1 1/2
200	N. C.	13008	Charlotte, Rutherfordton.	Carolina Central R. R.	82.81	490	20	16 by 9, 1 1/2
201	Iowa	27087	Tara, Ruthven	Des Moines and Fort Dodge R. R.	55.40	489	22	13 by 9.3, 1 1/2
202	Iowa	27090	Harvey, Des Moines	Wabash Western Rwy	43.52	485	28	19 by 9.2, 1 1/2
203	Wis	25015	Stevens Point, Portage.	Wisconsin Central Associated Lines.	74.13	810	25	15 by 7.7, 1 1/2
204	Mo	28008	Versailles, Boonville	Missouri Pacific Rwy.	44.25	467	13	8.4 by 6.5, 1 1/2
205	Cal	46046	Los Angeles, Duarte	Los Angeles and San Gabriel Valley R. R.	23.84	465	20	no apt
206	Miaa	18018	Jackson, Greenwood	Illinois Central R. R.	98.83	464	18	14.6 by 7.2, 1 1/2

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
7	65.84	.....	42.75	.....	4,754.96	.....	3,928.33	.....	Mar. 30	Weighed 30 days from Mar. 30, 1887. 22.70 m. ext., Hope to Chicago, from July 1, 1886; 13.72 m. ext., Chico to Salina, from Aug. 15, 1886.
12.34	65.84	.....	50.45	.....	7,460.98	.....	5,652.92	.....	July 1	Weighed 30 days from Mar. 30, 1887. 1.27 m. increase.
12	64.98	.....	56.43	.....	7,323.89	.....	6,360.78	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.01 m. decrease.
13	64.98	.....	70.11	.....	2,527.40	.....	2,724.66	.....	July 1	Weighed 30 days from Mar. 30, 1887. 12.17 m. land grant at \$51.98 p. m.; formerly \$56.08 p. m. 0.04 m. increase.
7	64.98	.....	.....	.....	4,635.67	.....	.....	.....	Mar. 14	Weighed 30 days from Mar. 30, 1887. New.
6	64.98	.....	.....	.....	2,892.90	.....	.....	.....	Feb. 21	Weighed 30 days from Apr. 1, 1887. New.
6.93	64.98	.....	59.85	.....	4,978.76	.....	4,583.61	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.04 m. increase.
14	64.98	.....	60.71	.....	1,438.65	.....	1,348.97	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.08 m. decrease.
12	61.98	.....	44.46	.....	2,868.66	.....	1,965.13	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.05 m. decrease.
28	64.13	.....	.....	.....	243.05	.....	.....	.....	Jan. 25	Weighed 30 days from Mar. 30, 1887. New.
13	63.61	.....	34.20	.....	294.51	.....	158.68	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.01 m. decrease. All land grant.
12	63.27	.....	70.11	.....	2,726.39	.....	3,020.33	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.01 m. increase.
12	63.27	.....	53.87	.....	3,087.37	.....	3,146.09	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.12 m. decrease.
6	63.27	.....	57.27	.....	4,907.31	.....	3,181.31	.....	Feb. 16	Weighed 30 days from Apr. 15, 1887. 27.28 m. ext. Shelby to Rutherfordton from Feb. 16, 1887. 55.53 m. at \$57.29 p. m.
6	63.27	.....	42.75	.....	3,505.15	.....	2,350.39	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.42 m. increase.
6	62.42	.....	42.75	.....	2,716.51	.....	1,912.64	.....	July 1	Weighed 30 days from Mar. 30, 1887. 1.22 m. decrease.
6	61.56	.....	47.88	.....	4,563.44	.....	3,519.65	.....	July 1	Weighed 30 days from July 6, 1887. 0.63 m. increase. All land grant.
9.43	61.56	.....	46.17	.....	2,721.03	.....	2,063.34	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.44 m. decrease.
12	61.56	.....	48.74	.....	1,467.50	.....	1,314.17	.....	Mar. 30	Weighed 30 days from Mar. 30, 1887. 12.03 m. ext. Pasadena to Duarte from Mar. 7, 1887.
6	61.56	.....	42.75	.....	6,083.97	.....	5,215.32	.....	Feb. 15	Weighed 30 days from Feb. 15, 1887. 52.65 m. ext. Yazoo City to Greenwood from Jan. 10, 1887.

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.	Size, etc., of mail-car or apartment.
					Miles.	Lbs.		
207	Minn.	26020	Worthington, Salmc..	Chicago, St. Paul, Minneapolis and Omaha Rwy.	101.57	462	21	11.7 by 8.4, 1 l. to Sioux Falls, 62.07 m.; no apt. res., 39.50 m.
208	Nebr..	34035	Chadron, Douglas....	Fremont, Elkhorn and Missouri Valley R. R.	140.38	461	16	14 by 9.3, 1 l.....
200	Iowa..	27089	Turkey River, West Union.	Chicago, Milwaukee and St. Paul Rwy.	58.63	454	19	11.1 by 7.1, 1 l.....
210	Fla ...	16024	Pemberton, Bartow ..	South Florida R. R....	57.82	450	19	10.9 by 7.7, 1 l.....
211	Ill ...	23072	Elmwood, Buda	Chicago, Burlington and Quincy R. R.	44.98	450	27	13.8 by 7.1, 1 l.....
212	Iowa..	27024	Clinton, Anamosa	Chicago and North-western Rwy.	72.07	445	22	12.2 by 7.5, 1 l.....
213	Minn.	26048	Waterville, Red Wing	Minneapolis and St. Louis Rwy.	68.82	443	25	9 by 8.10, 1 l.....
214	Mich..	24041	Alma, Howard City ..	Detroit, Lansing and Northern R. R.	42.73	443	25	15.7 by 8.9, 1 l.....
215	Nebr..	34026	De Witt, Superior.....	Nebraska and Colorado R. R.	85.52	441	21	12 by 9, 1 l.....
216	Ill ...	23029	Champaign, Havana..	Illinois Central R. R.	101.64	436	23	9.10 by 6.10, 1 l.....
217	Iowa..	27047	Cedar Rapids, Ottumwa.	Chicago, Milwaukee and St. Paul Rwy.	91.03	436	21	16 by 6.11, 1 l.....
218	Iowa..	27051	Sumner, Hampton....	Minnesota and North-western R. R.	64.68	436	25	13.5 by 7.7, 1 l.....
219	Ill ...	23013	Mendota, Fulton	Chicago, Burlington and Quincy R. R.	64.82	435	22	8 by 6.6, 1 l.....
220	Iowa..	27046	Des Moines, Fonda....	Wabash Western Rwy.	115.11	435	28	19 by 9.2, 1 l.....
221	Ohio ..	24100	Zanesville, McConnellsville.	Zanesville and Ohio River Rwy.	28.50	430	16	7 by 6, 1 l.....
222	Minn.	26053	Wyoming, Taylor's Falls.	St. Paul and Duluth R. R.	20.78	428	20	no apt.....
223	Kans..	33060	Chetopa, Cedar Vale..	Denver, Memphis and Atlantic Rwy.	89.15	423	20	16.4 by 6.10, 1 l.....
224	Mo.	28015	Keokuk, Van Wert ..	Keokuk and Western R. R.	149.32	419	24	16.8 by 9, 1 l.....

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
6.38	60.71	.....	48.74	.....	6,166.31	.....	4,989.51	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.89 m. decrease.
6	60.71	.....	.....	.....	8,522.46	.....	.....	.....	Oct. 1	1886.
6	60.71	.....	47.03	.....	3,559.42	.....	2,728.21	.....	July 1	1887. Weighted 30 days from Mar. 30, 1887. 0.62 m. increase.
6	59.85	.....	64.98	.....	3,460.52	.....	2,850.02	.....	Feb. 23	Weighted 30 days from Feb. 23, 1887. 13.96 m. ext. Lakeland to Bartow from Sept. 6, 1886.
9	59.85	.....	40.59	.....	2,692.05	.....	2,249.89	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.39 m. decrease.
6	59.85	.....	51.30	.....	4,276.87	.....	3,606.42	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.63 m. increase. 3.05 m. land grant at \$47.88 per m.; formerly \$41.04 per m.
6	59.85	.....	53.87	.....	3,999.17	.....	3,593.13	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.12 m. increase.
12	59.85	.....	52.16	.....	2,557.39	.....	1,700.03	.....	Mar. 30	Weighted 30 days from Mar. 30, 1887. 19.12 m. ext. Lakeview to Howard City from Oct. 15, 1886.
6	59.85	.....	42.75	.....	5,118.37	.....	4,714.29	.....	Mar. 30	Weighted 30 days from Mar. 30, 1887. 61.89 m. ext. Tobias to Superior from Feb. 15, 1887.
6.91	59.00	.....	55.58	.....	5,996.76	.....	5,617.47	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.57 m. increase.
6	59.00	.....	53.01	.....	5,370.77	.....	4,820.72	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.99 m. increase.
6	59.00	.....	63.27	.....	3,780.72	.....	4,168.86	.....	July 1	Weighted 30 days from Mar. 30, 1887. 1.81 m. decrease.
14.09	59.00	.....	42.75	.....	3,834.38	.....	2,785.92	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.12 m. increase.
6	59.00	.....	50.45	.....	6,791.49	.....	5,762.40	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.89 m. increase.
12	59.00	.....	.....	.....	1,681.50	.....	.....	.....	Mar. 14	Weighted 30 days from Apr. 13, 1887. New.
12	59.00	.....	46.17	.....	1,226.02	.....	958.95	.....	July 1	Weighted 30 days from Mar. 30, 1887. 0.91 m. increase.
7	58.14	.....	.....	.....	5,183.17	.....	.....	.....	Feb. 21	Weighted 30 days from Apr. 15, 1887. 31.85 m. Chetopa to Coffeyville from Sept. 1, 1886; 57.30 m. ext. Coffeyville to Cedar Vale from Feb. 21, 1887. New.
8.67	58.14	.....	55.58	.....	8,681.46	.....	7,342.12	.....	July 1	Weighted 30 days from Mar. 30, 1887. 17.53 m. ext. from Humes-ton to Van Wert from Oct. 7, 1887. 0.35 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.		Size, etc., of mail-car or apartment.
					Miles.	Lbs.	
					Average weight of mails whose distance per day.		
					Miles per hour.	Feet and inches.	
225	Ill	23068	Shumway, Effingham.	Wabash, St. Louis and Pacific Rwy.	9.24	418 19	11.5 by 7, 1 1/2
226	Ill	23093	Beardstown, Shawneetown.	Ohio and Mississippi Rwy.	229.08	417 16	16 by 9.2, 1 1/2
227	Mo	28044	Bigelow to Burlington Junction.	Kansas City, St. Joseph and Council Bluffs R. R.	82.12	408 25	16 by 7, 1 1/2
228	Iowa	27635	Burlington, Washington.	Burlington and Northwestern Rwy.	52.66	407 19	11.8 by 5.10, 1 1/2 to Winfield, 33.80 m.; no apt. res. 18.86 m.
229	Ill	23018	Torre Haute, Peoria	Torre Haute and Peoria R. R.	177.60	399 18	12 by 7, 1 1/2
230	Iowa	27600	Wilton Junction, Muscatine.	Chicago, Rock Island and Pacific Rwy.	12.75	398 24	no apt
231	Wis	25034	Sparta, Viroqua	Chicago, Milwaukee and St. Paul Rwy.	85.76	397 24	11.10 by 7.6, 1 1/2
232	Mo	28021	Mexico, Cedar City	Chicago and Alton R. R.	50.34	397 16	17.6 by 9, 1 1/2
233	Ill	23090	Savanna, Fulton	Chicago, Burlington and Northern R. R.	18.57	395	no apt
234	Kans.	33052	Hutchinson, Kinsley	Chicago, Kansas and Western R. R.	84.20	395 22	20.8 by 9, 1 1/2
235	Ind	22026	Worthington, Evansville.	Evansville and Indianapolis R. R.	98.30	393 20	8.4 by 8.10, 1 1/2
236	Ill	23056	Geneva, Aurora	Chicago and Northwestern Rwy.	10.31	391 20	no apt
237	Wis	25029	Lone Rock, Richland Centre.	Chicago, Milwaukee and St. Paul Rwy.	16.33	387 13	do
238	Kans.	33054	Manhattan, Marysville.	Manhattan and Blue Valley Rwy.	55.64	387 22	24 by 9.3, 1 1/2
239	Oreg	44007	Portland, Coburg	Oregonian Rwy. Co. (limited) Line.	123.38	387 10	8 by 7.4, 1 1/2
240	Kans.	33059	Great Bend, Ness City.	Chicago, Kansas and Western R. R.	65.43	383 19	26.3 by 9, 1 1/2
241	Ill	23084	Sterling, Barstow	Chicago, Burlington and Quincy R. R.	40.75	382 26	11.4 by 6.7, 1 1/2
242	Mo	28050	Palmyra, Hannibal	Hannibal and St. Joseph R. R.	15.58	618 23	no apt

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
6	58.14	50.45			537.21		441.43		July 1	Weighted 30 days from Mar. 30, 1887. 0.49 m. increase.
13	58.14	56.43			13,318.71		12,926.98		July 1	Weighted 30 days from Mar. 30, 1887.
6	57.29	50.45			1,840.15		1,619.95		July 1	Weighted 30 days from Mar. 30, 1887. 0.01 m. increase.
7.92	57.29	42.75			3,016.89		2,262.75		July 1	Weighted 30 days from Mar. 30, 1887. 0.27 m. decrease.
6	56.43	44.46			10,021.96		7,912.10		July 1	Weighted 30 days from Mar. 30, 1887. 0.36 m. decrease.
15	56.43	42.75			719.48		685.77		July 1	Weighted 30 days from Mar. 30, 1887. 0.02 m. increase.
6	56.43	48.74			2,017.93		1,746.35		July 1	Weighted 30 days from Mar. 30, 1887. 0.07 m. decrease.
6	56.43	47.88			2,840.68		2,414.59		July 1	Weighted 30 days from Mar. 30, 1887. 0.09 m. decrease.
13	56.43				1,047.90				Mar. 20	Weighted 30 days from Mar. 30, 1887. 0.02 m. decrease.
6	56.43				4,751.40				1886. Oct. 11	Weighted 30 days from Mar. 30, 1887. 48.45 m. Hutchinson to Saint John from Aug. 10, 1886; 35.75 m. ext. Saint John to Kinsley from Oct. 11, 1886. New.
9.61	56.43	42.75			4,757.72		2,466.67		Aug. 2	Weighted 30 days from Dec. 1, 1886. 40.60 m. ext. Washington to Worthington from Aug. 2, 1886. 57.70 m. at \$42.75 per m.
30	55.58	46.17			573.02		490.32		1887. July 1	Weighted 30 days from Mar. 30, 1887. 0.31 m. decrease.
12	55.58	47.88			907.62		784.75		July 1	Weighted 30 days from Mar. 30, 1887. 0.06 m. decrease.
7	55.58				3,092.46				1880. Dec. 1	Weighted 30 days from Mar. 30, 1887. 23.37 m. Manhattan to Randolph from Aug. 10, 1886; 32.27 m. ext. Randolph to Marysville from Dec. 1, 1886. New.
6	55.58				6,857.46				1887. Mar. 28	Weighted 30 days from Apr. 13, 1887. New.
6	55.58				3,636.59				Feb. 14	Weighted 30 days from Mar. 30, 1887. 23.35 m. Great Bend to Rush Centre from Jan. 17, 1887; 32.08 m. ext. to Ness City from Feb. 14, 1887.
13.82	55.58	44.46			2,204.88		1,801.96		July 1	Weighted 30 days from Mar. 30, 1887. 0.22 m. increase.
20	54.72	46.51			852.53		740.90		July 1	Weighted 30 days from Mar. 30, 1887. 0.35 m. decrease. All land-grant.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes to

Order.	State.	Number of route.	Termini.	Corporate title of company carrying the mail.	Length of route.		Size, etc., of mail-car or apartment.
					Miles.	Lbs.	
					Average weight of mails, whole distance per day.		
					Miles per hour.		Feet and inches.
243	Nebr.	34033	Saint Paul, Leup City	Omaha and Republican Valley R. R.	39.59	300	20 17.3 by 6.10, 11
244	Kans.	33051	Wichita, Hutchinson.	Wichita and Colorado Rwy.	47.26	350	20 13.8 by 9.2, 11
245	Mo.	28016	Raymore Junction (a. e.), Olathe.	Kansas City, Clinton and Springfield Rwy.	26.56	359	23 25.1 by 8.11, 11
246	Wis.	25023	Madison, Portage....	Chicago, Milwaukee and St. Paul Rwy.	33.40	563	23 13.3 by 7.8, 11
247	Iowa.	27063	Clarinda, Northborough.	Chicago, Burlington and Quincy R. R.	18.80	349	18 17.5 by 9, 11
248	Nebr.	34034	Fairmont, Hebron ...	Burlington and Missouri River R. R. (in Nebraska).	36.45	353	20 8.6 by 7.4, 11
249	Kans.	33057	Salina, Lincoln	Salina, Lincoln and Western Rwy.	36.12	340	24 6.10 by 6.1, 11
250	Miss.	18008	Middleton, Cotton Plant.	Ship Island, Ripley and Kentucky R. R.	36.35	340	12 8.6 by 6.1, 11
251	Miss.	18009	Tchula, Aberdeen ...	Illinois Central R. R.	135.58	338	20 14.11 by 7.3, 11 betw. Durant and Aberdeen, 109.20 m.; no apt. res.
252	Minn.	36057	Saint Cloud, Willmar.	St. Paul, Minneapolis and Manitoba Rwy.	58.69	335	25 20 by 9.2, 11
253	Iowa.	27071	Carroll, Kirkman	Chicago and Northwestern Rwy.	35.07	335	18 no apt
254	Ill.	23037	Vincennes, Saint Francisville.	Wabash, St. Louis and Pacific Rwy.	10.88	334	25 ....do.....
255	Iowa.	27041	Creston, Cumberland.	Chicago, Burlington and Quincy R. R.	47.29	334	18 11 by 6.10, 11
256	Iowa.	27062	Winfield, Oskaloosa..	Burlington and Western Rwy.	71.35	334	28 11.8 by 5.1, 11
257	Texas.	31033	San Antonio, Corpus Christi.	San Antonio and Aransas Pass Rwy.	156.06	332	16 16.11 by 8.10, 11

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
12	53.87		42.75		2,132.71		1,922.32		Mar. 30	Weighed 30 days from Mar. 30, 1887. 20.67 m. ext. Boelns to Loun City from Aug. 10, 1886.
11.63	53.87				2,545.89				Nov. 5	1886. Weighed 30 days from Apr. 4, 1887. 25.28 m. Wichita to Mount Hope from July 1, 1886; 6 m. ext. Mount Hope to Haven from Aug. 15, 1886; 15.98 m. ext. Haven to Hutchinson from Nov. 5, 1886. New.
11.21	53.87		42.75		1,427.55		1,134.59		July 1	1887. Weighed 30 days from Mar. 30, 1887. 0.04 m. decrease.
6	53.35		45.83		2,048.64		1,868.49		July 1	Weighed 30 days from Mar. 30, 1887. 2.37 m. decrease. All land grant.
6	53.01		55.58		996.58		1,013.22		July 1	Weighed 30 days from Mar. 30, 1887. 0.57 m. increase.
6	53.01				1,932.21				Feb. 21	Weighed 30 days from Mar. 30, 1887. 17.22 m. Fairmont to Strang from Aug. 10, 1886; 19.23 m. ext. Strang to Hebron from Feb. 21, 1887.
6	52.16				1,884.01				Dec. 1	1886. Weighed 30 days from April 2, 1887. New.
6.06	52.16		43.61		1,890.01		1,095.48		Feb. 15	1887. Weighed 30 days from Feb. 15, 1887. 11.23 m. ext. Ripley to Cotton Plant from Nov. 25, 1886.
6.80	52.16		62.42		7,071.85		7,573.41		Feb. 15	Weighed 30 days from Feb. 15, 1887. 14.25 m. ext. Tchula to Lexington from Dec. 1, 1886.
6	52.16				3,061.27				July 1	Weighed 30 days from Mar. 30, 1887. 53.68 m. from Feb. 21, 1887. New. 0.01 m. increase.
12	52.16		42.75		1,829.25		1,406.68		July 1	Weighed 30 days from Mar. 30, 1887. 0.09 m. increase.
12	52.16		47.03		567.50		478.20		July 1	Weighed 30 days from Mar. 30, 1887. 0.71 m. increase.
12	52.16		50.45		2,466.04		2,539.85		July 1	Weighed 30 days from Mar. 30, 1887. 3.05 m. decrease.
7.77	52.16		44.46		3,721.61		3,174.88		July 1	Weighed 30 days from Mar. 30, 1887. 0.05 m. decrease.
6	52.16		42.75		8,140.08		1,432.12		Feb. 15	Weighed 30 days from Feb. 15, 1887. 64.11 m. ext. Floresville to Beeville from July 1, 1886; 50.39 m. ext. Beeville to Corpus Christi from Jan. 17, 1887; 2.06 m. ext. at San Antonio from Jan. 24, 1887.

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, etc., of mail-car or apartment.
					Miles.	Lbs.			
258	Minn	26044	Mendota, Minneapolis	Chicago, Milwaukee and St. Paul Rwy.	10.17	501	16	no apt	Feet and inches.
259	Fla	16026	Bartow, Trabue.....	Florida Southern Rwy	75.30	331	15	16.9 by 7.7, 1	1
260	Mo	28056	Raymore Junction (n. o.), Ash Grove.	Kansas City, Clinton and Springfield Rwy	129.29	330	23	25.1 by 8.11, 1	1
261	Iowa	27049	Belle Plaine, Muchaknock.	Chicago and Northwestern Rwy.	64.68	329	21	12.2 by 7.5, 1	1
262	Iowa	27081	Des Moines, Boone...	St. Louis, Des Moines and Northern Rwy.	43.06	321	18	8.4 by 5.10, 1	1
263	Nebr	34037	Fremont, Lincoln	Fremont, Elkhorn and Missouri Valley R. R.	52.97	324	26	25 by 9.6, 1	1
264	Wash. Ter.	43014	Starbuck, Pomeroy ..	Oregon Rwy. and Navigation Co.	29.53	312	12	no apt	
265	Mass.	3023	South Acton, Marlborough.	Fitchburg E. R.....	12.71	316	26	do	
266	Ill	23077	White Heath, Decatur	Illinois Central R. R..	31.98	315	13	9.9 by 6.11, 1	1
267	N. Y.	6132	Lyon Mountain, Loon Lake.	Chateaugay R. R.....	23.23	313	15	no apt	
268	Ind	22031	Attica, Brasil.....	Chicago and Indiana Coal Rwy.	63.42	311	27	12.7 by 7.5, 2	1
269	N. Y.	6068	Saint George (n. o.), Tottenville.	Staten Island Rapid Transit R. R.	15.28	311	15	no apt	
270	Minn	26022	Wabasha, Zumbrota..	Chicago, Milwaukee and St. Paul Rwy.	59.31	310	17	8.5 by 5.9, 1	1
271	Minn	26011	Duluth, Brainerd....	Northern Pacific R. R.	114.29	477	23	23.9 by 8.11, 1	1
272	Ill	23019	Washington, Dwight	Chicago and Alton R. R.	70.12	307	25	13.10 by 9.5, 1	1
273	Mo	28046	Corning, Northborough.	Kansas City, St. Joseph and Council Bluffs R. R.	27.74	305	25	11.8 by 7, 1	1
274	Ill	23075	Maysville, Pittsfield..	Wabash, St. Louis and Pacific Rwy.	6.80	304	15	no apt	
275	Wis.	25053	Red Cedar Junction (n. o.), Menomonee.	Chicago, Milwaukee and St. Paul Rwy.	16.38	302	15	do	
276	S. C.	14011	Spartanburgh, Asheville.	Asheville and Spartanburg R. R.	72.27	301	18	7.1 by 6.3, 1	1

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	Pay per mile per annum for transportation.	Pay per mile per annum for t. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for t. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for t. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for t. p. o. cars.	Date of adjustment or readjustment.	Remarks.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
13	51.30	.....	41.04	.....	521.72	.....	412.87	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.11 m. increase. All land grant.
6	51.30	.....	.....	.....	3,802.88	.....	.....	.....	Nov. 22	Weighed 30 days from Dec. 1, 1886. 69.13 m. Bartow to Cleveland from July 1, 1886; 6.17 m. ext. Cleveland to Trabue from Nov. 22, 1886.
7	51.30	.....	45.32	.....	6,637.70	.....	5,859.42	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.10 m. increase.
6	51.30	.....	42.79	.....	3,318.08	.....	2,688.97	.....	July 1	Weighed 30 days from Mar. 30, 1887. 1.78 m. increase.
6	51.30	.....	42.75	.....	2,208.97	.....	1,851.07	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.24 m. decrease.
6	51.30	.....	.....	.....	2,717.36	.....	.....	.....	Jan. 17	Weighed 30 days from Mar. 30, 1887. New.
6	50.45	.....	.....	.....	1,489.78	.....	.....	.....	Sept. 1	Weighed 30 days from Mar. 30, 1887. New.
23	50.45	.....	44.46	.....	641.21	.....	392.58	.....	Dec. 8	Weighed 30 days from Dec. 8, 1886. 3.88 m. ext. Hudson to Marlborough from Oct. 25, 1886.
6	50.45	.....	44.46	.....	1,613.39	.....	1,361.80	.....	July 1	Weighed 30 days from Mar. 30, 1887. 1.35 m. increase.
6	50.45	.....	.....	.....	1,171.95	.....	.....	.....	Mar. 14	Weighed 30 days from Aug. 2, 1887. New.
12	50.45	.....	42.75	.....	3,199.53	.....	911.43	.....	Dec. 1	Weighed 30 days from Dec. 1, 1886. 42.10 m. ext. from Yeddo to Brazil from Sept. 15, 1886.
18.75	50.45	.....	47.03	.....	770.87	.....	656.06	.....	Sept. 3	Weighed 30 days from Sept. 3, 1886. 1.33 m. ext. Stapleton to Saint George (n. o.) from July 1, 1886.
11.18	50.45	.....	43.61	.....	2,992.18	.....	2,583.46	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.07 m. increase.
7	49.93	.....	34.20	.....	5,796.49	.....	3,921.71	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.38 m. increase. All land grant.
7.61	49.59	.....	44.46	.....	3,477.25	.....	3,117.53	.....	July 1	Weighed 30 days from Mar. 30, 1887.
6	49.59	.....	53.87	.....	1,375.62	.....	1,569.44	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.28 m. decrease.
19	49.59	.....	50.45	.....	337.21	.....	346.08	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.06 m. decrease.
6	49.59	.....	42.75	.....	812.28	.....	703.66	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.08 m. decrease.
6	49.59	.....	44.46	.....	3,583.86	.....	2,256.34	.....	Feb. 4	Weighed 30 days from Feb. 4, 1887. 21.52 m. ext. Hendersonville to Asheville from Sept. 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, etc., of mail-car or apartment.
					Miles.	Lbs.			
277	N. C.	13016	Asheville Junction (n. o.), Jarrett.	Western North Carolina R. R.	98.95	297	15	6.10 by 6.4, 1 l.	
278	Ill.	23051	Joliet, Pekin	Chicago, Santa Fé and California Rwy.	114.67	295	14	11.10 by 7, 1 l.	
279	Iowa.	27018	Davenport, Maquoketa.	Chicago, Milwaukee and St. Paul Rwy.	43.97	291	27	14.11 by 7.4, 1 l.	
280	Minn.	26042	Wadena, Milnor	Northern Pacific, Fergus and Black Hills R. R.	119.31	289	20	23.9 by 8.10, 1 l. to Fergus Falls, 52.08 m.; no apt. residue, 67.23 m.	
281	Ill.	23068	Peoria, Oskaloosa	Central Iowa Rwy ...	191.30	287	22	10 by 7.3, 1 l.	
282	Iowa.	27080	Manning, Audubon ..	Chicago and North-western Rwy.	17.95	287	18	no apt.	
283	Wis.	25058	Clintonville, Oconto ..	Milwaukee, Lake Shore and Western Rwy.	66.75	286	25	14 by 7.8, 1 l.	
284	Mo.	28027	Cairo, Poplar Bluff ..	St. Louis, Iron Mountain and Southern Rwy.	74.87	452	20	15.9 by 9.3, 1 l.	
285	Wis.	25021	Calamine, Platteville.	Chicago, Milwaukee and St. Paul Rwy.	18.74	282	18	no apt.	
286	Iowa.	27065	Thornburgh, Montezuma.	Burlington, Cedar Rapids and Northern Rwy.	16.33	282	21	11.11 by 9.4, 1 l.	
287	Minn.	26058	Minneapolis, Fairmount.	Minneapolis and Pacific Rwy.	192.30	279	25	16.5 by 7.2, 1 l.	
288	Iowa.	27044	Atlantic, Audubon ..	Chicago, Rock Island and Pacific Rwy.	26.05	277	17	no apt.	
289	Mo.	28042	Sedalia, Warsaw	Missouri Pacific Rwy.	43.16	277	12	11 by 5.9, 1 l.	
290	N. Y.	6007	Silver Lake Junc. (n. o.), Silver Springs.	Buffalo, Rochester and Pittsburgh R. R.	1.14	276	14	no apt.	
291	Ill.	23083	Springfield, Grafton ..	St. Louis and Central Illinois R. R.	84.03	272	20	11 by 6.10, 1 l.	
292	Minn.	26045	Hastings, Stillwater ..	Chicago, Milwaukee and St. Paul Rwy.	26.12	270	23	no apt.	
293	Mo.	28045	Cape Girardeau, Wappapello.	Cape Girardeau Southwestern Rwy.	52.05	269	12	15.6 by 7.2, 1 l.	
294	Ill.	23067	Havana, Galesburgh.	Fulton County Narrow-Gauge Rwy.	60.45	267	20	6.11 by 6, 1 l.	
295	Kans.	33045	Butler, Le Roy	St. Louis and Emporia R. R.	79.83	266	24	16.4 by 6.10, 1 l.	

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
6	49.50		57.29		4,006.33				1886. Aug. 9	Weighted 30 days from Aug. 9, 1886. 30.24 m. ext. Waynesville to Charleston from Feb. 9, 1885; 30.37 m. ext. Charleston to Jarrett from Mar. 15, 1886.
6	48.74		51.30		5,589.01		5,940.02		1887. July 1	Weighted 30 days from Mar. 30, 1887. 1.12 m. decrease.
7.74	48.74		42.75		2,143.00		1,877.15		July 1	Weighted 30 days from Mar. 30, 1887. 0.06 m. increase.
6	48.74		42.75		5,815.16		5,081.20		July 1	Weighted 30 days from Mar. 30, 1887. 0.45 m. increase. Formerly Northern Pacific R. Co.
6	48.74		47.88		9,323.96		9,136.46		July 1	Weighted 30 days from Mar. 30, 1887. 0.48 m. increase.
12	48.74		42.75		874.88		700.07		July 1	Weighted 30 days from Mar. 30, 1887. 0.04 m. decrease.
12	48.74		47.88		2,765.90		2,717.19		July 1	Weighted 30 days from Mar. 30, 1887.
7	48.56		54.72		3,635.08		4,076.64		July 1	Weighted 30 days from Mar. 30, 1887. 0.37 m. increase. All land grant.
18	47.88		43.61		897.27		817.68		July 1	Weighted 30 days from Mar. 30, 1887. 0.01 m. decrease.
6	47.88		47.03		781.88		760.12		July 1	Weighted 30 days from Mar. 30, 1887. 0.04 m. increase.
6	47.88				9,207.32				July 1	Weighted 30 days from Mar. 30, 1887. On 192.51 m. from Mar. 7, 1887. 0.21 m. decrease. New.
12	47.88		47.88		1,247.27		1,241.53		July 1	Weighted 30 days from Mar. 30, 1887. 0.12 m. increase.
6	47.88		42.75		2,066.50		1,845.94		July 1	Weighted 30 days from Mar. 30, 1887. 0.02 m. decrease.
15	47.88				54.58				1886. Aug. 9	Weighted 30 days from Sept. 3, 1886. New.
12	47.88		48.74		4,023.35		3,505.80		1887. July 1	Weighted 30 days from Mar. 30, 1887. Route formerly Bates to Grafton. 12.10 m. increase.
19	47.03		43.61		1,228.42		1,139.00		July 1	Weighted 30 days from Mar. 30, 1887.
8.04	47.03		43.61		2,447.91		2,268.15		July 1	Weighted 30 days from Mar. 30, 1887. 0.04 m. increase.
6	47.03		47.88		2,842.96		2,911.58		July 1	Weighted 30 days from Mar. 30, 1887. 0.36 m. decrease.
7	47.03		45.32		3,025.43		2,354.82		Mar. 30	Weighted 30 days from Mar. 30, 1887. 12.37 m. ext. from Kincaid to Colony from Jan. 17, 1887. Not weighed on ext. Colony to Le Roy, 15.5 m. es.

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.		Size, etc., of mail-car or apartment.
					Miles.	Average weight of mails whole distance per day.	
					Miles per hour.	Lbs.	Feet and inches.
296	Kans.	33064	Howard, Moline.....	Kansas City, Emporia and Southern Rwy.	8.70	265 12	12 by 7.7, 11.....
297	Kans.	33058	Independence, Cedar Vale.	Chicago, Kansas and Western R. R.	54.12	264 22	22 by 8.10, 11.....
298	Wis...	25039	Mazo Manie, Prairie du Sac.	Chicago, Milwaukee and St. Paul Rwy.	10.33	265 20	no apt.....
299	Pa....	8115	Bangor Junc. (n. o.), Brainerds, N. J.	Bangor and Portland Rwy.	4.57	265 15	no apt.....
300	Wis...	25038	River Falls Junction (n. o.), Ellsworth.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	25.76	262 18	no apt.....
301	Kans..	33058	Belle Plaine, Stafford.	Denver, Memphis and Atlantic Rwy.	91.90	258 20	16.4 by 6.10, 11.....
302	Nebr..	34040	Weeping Water, Lincoln.	Missouri Pacific Rwy.	35.11	252 23	16.7 by 6.1, 11.....
303	Mo....	28038	North Springfield, Bolivar.	St. Louis and San Francisco Rwy.	40.05	257 12	10.6 by 9.4, 11.....
304	Minn..	26024	Mankato, Wells.....	Chicago, Milwaukee and St. Paul Rwy.	38.30	254 25	13.5 by 7.8, 11.....
305	Mo....	28047	Jefferson City, Bag-nell.	Missouri Pacific Rwy.	45.71	251 13	10.6 by 7.4, 11.....
306	Minn..	26019	Mankato Junc. (n. o.), Mankato.	Winona and St. Peter R. R.	4.09	250 16	no apt.....
307	Ill....	23004	Elgin, Lake Geneva..	Chicago and North-western Rwy.	43.79	246 29	12.2 by 7.5, 11.....
308	Ill....	23049	Springfield, Havana..	Chicago, Peoria and St. Louis Rwy.	48.25	245 21	10.4 by 6.8, 11.....
309	Tex...	31055	Greenville, Dallas....	Dallas and Greenville Rwy.	54.64	245 18	16.5 by 6.10, 11.....
310	Tex...	31052	Fort Worth, Waxahachie.	Fort Worth and New Orleans R. R.	41.88	244 20	17.2 by 8.4, 11.....
311	Mich..	24054	East Saginaw, Bad Axe.	Saginaw, Tuscola and Huron R. R.	68.23	241 22	7 by 6, 11.....
312	Iowa..	27045	Avoca, Harlan.....	Chicago, Rook Island and Pacific Rwy.	14.35	236 13	no apt.....
313	Minn..	26046	Little Falls, Morris..	Little Falls and Dakota R. R.	88.31	235 21	24 by 0.1, 11.....
314	Conn..	5009	New Canaan, Stamford.	New York, New Haven and Hartford R. R.	8.25	235 25	no apt.....
315	Iowa..	27037	Ellsworth, Sioux Falls	Burlington, Cedar Rapids and Northern Rwy.	42.83	235 24	no apt.....

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
6	47.03				411.98				Feb. 21	Weighted 30 days from Mar. 30, 1887. New.
7	47.03				2,639.31				Apr. 25	Weighted 30 days from Apr. 25, 1887. 17.73 m., Independence to Havana from Aug. 10, 1886; 16.48 m. ext. Havana to Chautauquus from Oct. 20, 1886; 21.91 m. ext. Chautauquus to Cedar Vale from Apr. 25, 1887.
12	47.03		42.75		485.81		446.73		July 1	Weighted 30 days from Mar. 30, 1887. 0.12 m. decrease.
24	47.03				214.92				1886. May 18	Weighted 30 days from Sept. 4, 1886. New.
9	47.03		42.75		1,211.49		1,043.52		1887. July 1	Weighted 30 days from Mar. 30, 1887. 1.35 m. increase.
7	46.17				2,557.81				Jan. 17	Weighted 30 days from Apr. 1, 1887. 36.5 m. ext. to Stafford not weighed. New.
13	46.17				1,621.02				Feb. 14	Weighted 30 days from Mar. 30, 1887. New.
7	46.17		53.01		1,819.10		2,089.65		July 1	Weighted 30 days from Mar. 30, 1887. 0.63 m. increase.
6	46.17		45.32		1,768.31		1,730.32		July 1	Weighted 30 days from Mar. 30, 1887. 0.12 m. increase.
6	46.17		42.75		2,110.43		1,946.83		July 1	Weighted 30 days from Mar. 30, 1887. 0.17 m. increase.
26	46.17		51.30		188.83		223.15		July 1	Weighted 30 days from Mar. 30, 1887. 0.26 m. increase.
16.37	45.32		43.61		1,984.56		1,924.50		July 1	Weighted 30 days from Mar. 30, 1887. 0.34 m. decrease.
7.75	45.32		49.59		2,186.69		2,385.27		July 1	Weighted 30 days from Mar. 30, 1887. 0.15 m. increase.
7	45.32				2,476.28				Mar. 1	Weighted 30 days from Apr. 13, 1887. New.
14	45.32				1,898.00				1886. Oct. 18	Weighted 30 days from Feb. 15, 1887. New.
16.66	45.32		42.75		3,092.18		2,007.96		1887. Mar. 30	Weighted 30 days from Mar. 30, 1887. 21.26 m. ext. Bay Port to Bad Axe from Aug. 25, 1886.
12	45.32		43.61		650.34		619.70		July 1	Weighted 30 days from Mar. 30, 1887. 0.14 m. increase.
6	44.46		53.01		3,926.26		4,684.49		July 1	Weighted 30 days from Mar. 30, 1887. 0.03 m. decrease. Formerly Northern Pacific R. R. Co.
24	44.46				366.79				Feb. 21	Weighted 30 days from Aug. 2, 1887. New.
6	44.46				1,904.22				July 1	Weighted 30 days from Mar. 30, 1887. On 42.10 m. from Mar. 14, 1887. 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, in whole and in part, per day.	Miles per cent.	Size, etc., of mail-car or apartment.
					Miles.	Lbs.			
316	Minn.	30036	Morris, Brown's Valley.	St. Paul, Minneapolis and Manitoba Rwy.	47.23	227	14	no apt	.....
317	Pa.	8116	Catawissa Junction (n. o.), Nordmont.	Williamsport and North Branch R. R.	28.53	226	17	8.11 by 7.2, 1 l.	.....
318	Kans.	33949	Beaumont, Huff.....	St. Louis and San Francisco Rwy.	104.14	225	18	apt. — by —, 1 l.	.....
319	Oreg.	44906	Albany, Yaquina.....	Oregon Pacific R. R.	65.16	224	16	no apt	.....
320	Mich.	24906	Junction (n. o.), Lake Linden.	Hancock and Calumet R. R.	3.23	225	20	.....do	.....
321	Iowa.	27072	Clinton, Elmira (n. o.).	Burlington, Cedar Rapids and Northern Rwy.	69.53	223	25	18.8 by 9.1, 1 l.	.....
322	Mo.	28063	North Springfield, Chadwick.	St. Louis and San Francisco Rwy.	35.63	219	12	10.8 by 8, 1 l.	.....
323	Iowa.	27068	Avoca, Carson.....	Chicago, Rock Island and Pacific Rwy.	17.79	219	11	no apt	.....
324	Iowa.	27065	Lake Park, Worthington.	Burlington, Cedar Rapids and Northern Rwy.	18.80	218	18	.....do	.....
325	Wis.	25037	Merrillon, Neillsville.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	15.43	215	14	.....do	.....
326	Ill.	23078	Fall Creek, Louisiana	Chicago, Burlington and Quincy R. R.	32.10	214	..	12 by 6.11, 1 l.	.....
327	Iowa.	27050	Manlo, Guthrie Centre	Chicago, Rock Island and Pacific Rwy.	14.96	214	12	no apt	.....
328	Ill.	23014	Sterling, Shabbona...	Chicago, Burlington and Quincy R. R.	47.97	213	22	7.8 by 6.11, 1 l.	.....
329	Mo.	28652	Paw Paw, New Madrid.	St. Louis, Arkansas and Texas R. R.	6.96	203	11	no apt	.....
330	Ill.	23026	Efingham, Switz City	Indiana and Illinois Southern R. R.	90.97	211	17	17.6 by 7.7, 1 l.	.....
331	Nebr.	34042	Elkwood, Curtis.....	Nebraska and Colorado R. R.	44.32	211	24	8.6 by 7.4, 1 l.	.....
332	Kans.	33017	Florence, Winfield...	Atchison, Topeka and Santa Fé R. R.	75.03	211	22	15.4 by 7.2, 1 l.	.....

SECOND ASSISTANT—RAILWAY MAIL TRANSPORTATION. 529

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.		
6	44.46	42.75	42.75	42.75	2,039.84	2,021.65	2,021.65	2,021.65	1887. July 1	Weighted 30 days from Mar. 30, 1887. 0.06 m. decrease.
16.33	44.46	42.75	42.75	42.75	1,179.52	1,142.49	1,142.49	1,142.49	Aug. 9	Weighted 30 days from Aug. 9, 1887. 4.88 m. ext. Sonestown to Nordmont from Feb. 14, 1887.
7	44.46	46.17	46.17	46.17	4,072.98	4,146.31	4,146.31	4,146.31	Apr. 2	Weighted 30 days from Apr. 2, 1887. 14.63 m. ext. Winfield to Arkansas City from July 1, 1886; 34.09 m. ext. Arkansas City to Caldwell from Feb. 21, 1887; 14.53 m. ext. to Bluff not weighed.
6	44.46	42.75	42.75	42.75	3,232.68	3,232.68	3,232.68	3,232.68	1886. Sept. 24	Weighted 30 days from Mar. 30, 1887. 12.45 m. Corvallis to Albany not weighed. New.
18	44.46	42.75	42.75	42.75	143.60	143.60	143.60	143.60	Sept. 10	Weighted 30 days from Mar. 30, 1887. New.
6	43.61	45.32	45.32	45.32	3,032.20	3,150.19	3,150.19	3,150.19	1887. July 1	Weighted 30 days from Mar. 30, 1887. 0.02 m. increase.
7	43.61	45.32	45.32	45.32	1,553.82	1,576.68	1,576.68	1,576.68	July 1	Weighted 30 days from Mar. 30, 1887. 0.84 m. increase.
12	43.61	42.75	42.75	42.75	775.82	760.95	760.95	760.95	July 1	Weighted 30 days from Mar. 30, 1887. 0.01 m. decrease.
6	43.61	42.75	42.75	42.75	819.86	803.27	803.27	803.27	July 1	Weighted 30 days from Mar. 30, 1887. 0.01 m. increase.
15.5	43.61	42.75	42.75	42.75	672.90	663.05	663.05	663.05	July 1	Weighted 30 days from Mar. 30, 1887. 0.08 m. decrease.
6	43.61	46.17	46.17	46.17	1,390.88	1,452.50	1,452.50	1,452.50	July 1	Weighted 30 days from Mar. 30, 1887. 0.64 m. increase.
12	43.61	42.75	42.75	42.75	652.40	643.39	643.39	643.39	July 1	Weighted 30 days from Mar. 30, 1887. 0.09 m. decrease.
7.31	43.61	42.75	42.75	42.75	2,091.97	2,046.61	2,046.61	2,046.61	July 1	Weighted 30 days from Mar. 30, 1887. 6.08 m. extension Rock Falls to Sterling from Sept. 24, 1886. 1.04 m. increase.
13	42.75	42.75	42.75	42.75	297.54	262.48	262.48	262.48	July 1	Weighted 30 days from Mar. 30, 1887. 0.82 m. increase.
6	42.75	42.75	42.75	42.75	3,888.90	2,541.91	2,541.91	2,541.91	July 1	Weighted 30 days from Mar. 30, 1887. 31.51 m. increase by consolidation with 2,050 from July 1, 1887. 59.40 m. Edingham to Merom Station from Sept. 1, 1886.
6	42.75	50.45	50.45	50.45	1,894.68	1,894.68	1,894.68	1,894.68	Feb. 21	Weighted 30 days from Mar. 30, 1887. New.
6	42.75	50.45	50.45	50.45	3,207.53	2,755.57	2,755.57	2,755.57	Mar. 30	Weighted 30 days from Mar. 30, 1887. 20.41 m. ext. from Douglas to Winfield from Feb. 21, 1887.

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, etc., of mail-car or apartment.
					Miles.	Lbs.			
333	Minn.	26016	Sleepy Eye, Redwood Falls.	Winona and St. Peter R. R.	26.67	210 18			no apt.
334	Iowa..	27055	Red Oak, Griawold...	Chicago, Burlington and Quincy R. R.	18.81	210 18			...do....
335	Ky...	20034	Henderson, Commercial Point.	Ohio Valley Rwy....	45.53	209 18			8 by 7, 11.....
336	Iowa..	27032	Grinnell, Montezuma.	Central Iowa Rwy ...	17.49	209 17			no apt.
337	Mo....	28035	Neelysville, Doniphan	St. Louis, Iron Mountain and Southern Rwy.	20.04	207 8			14 by 9, 11.....
338	Iowa..	27054	Atlantic, Griawold ...	Chicago, Rock Island and Pacific Rwy.	15.22	207 13			no apt.
339	Ill ...	23045	Marion, Harrison Station (n. o.).	St. Louis, Alton and Terre Haute R. R.	27.21	201 25			9.8 by 8.10, 11.....
340	Minn.	26018	Chatfield, Plainview .	Winona and St. Peter R. R.	28.73	200 19			no apt.
341	Wis...	25022	Now Lisbon, Necedah	Chicago, Milwaukee and St. Paul Rwy.	13.09	200 16			...do....
342	N. C. ...	13026	Warren Plains, Warrenton.	Warrenton R. R.	3.13	120 4			...do....
343	La....	30005	Vidalia, Troyville ...	Natchez, Red River and Texas R. R.	25.60	99 12			...do....
344	Pa....	8120	Brisbin, Goas Run Junction (n. o.).	Pennsylvania R. R. ..	1.04	51 12			...do....
345	Md ...	10022	Baltimore, Curtis' Bay	Baltimore and Ohio R. R.	9.55	49 16			...do....
346	Pa....	8142	Fall Brook, Blossburgh.	Fall Brook Coal Co ..	7.64	42 10			...do....
347	N. Y. ...	6104	New City, Nanuet Junction (n. o.).	New Jersey and New York R. R.	4.59	29 22			...do....
348	Minn.	26008	Minneapolis, Stillwater.	St. Paul and Duluth R. R.	29.39	199 20			...do....
349	Nebr..	34041	Scribner, Lindsay	Fremont, Elk Horn and Missouri Valley R. R.	64.11	196 12			14 by 9.6, 11.....
350	Ill ...	23087	Caledonia, Spring Valley.	Chicago and Northwestern Rwy.	86.20	196 23			12.2 by 7.5, 11.....
351	Minn.	26027	Stillwater, Stillwater Junction (n. o.).	Chicago, St. Paul, Minneapolis and Omaha Rwy.	3.59	336 20			no apt.
352	Nebr..	34043	Edgar, Holdrege	Nebraska and Colorado R. R.	81.11	195 27			9 by 8.3, 11.....
353	Ill ...	23082	Streator, North Judson.	Indiana, Illinois and Iowa R. R.	110.41	193 23			14.7 by 7.1, 11.....
354	Tex...	31056	Taylor, Bastrop	Taylor, Bastrop and Houston Rwy.	35.38	193 17			16.4 by 6.7; no clerk.
355	Ill ...	23085	Murphysborough, Pinckneyville.	St. Louis, Alton and Terre Haute R. R.	23.33	193 25			9.8 by 8.10, 11.....
356	Ill ...	23039	Carbondale, Grand Tower.	Grand Tower and Carbondale R. R.	26.80	192 15			no apt.

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
12	42.75	.....	42.75	.....	1,140.14	.....	1,138.43	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.04 m. increase.
9	42.75	.....	42.75	.....	804.12	.....	807.12	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.07 m. decrease.
6	42.75	.....	42.75	.....	1,946.40	.....	1,068.75	.....	Feb. 14	Weighed 30 days from Apr. 13, 1887. 20.53 m. ext. Morganfield to Commercial Point from Feb. 14, 1887.
12	42.75	.....	42.75	.....	747.69	.....	747.69	.....	July 1	Weighed 30 days from Mar. 30, 1887.
6	42.75	.....	42.75	.....	856.71	.....	858.84	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.05 m. decrease.
12	42.75	.....	42.75	.....	650.65	.....	649.80	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.02 m. increase.
9.47	42.75	.....	42.75	.....	1,163.22	.....	1,162.79	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.01 m. increase.
15.42	42.75	.....	42.75	.....	1,228.20	.....	1,228.20	.....	July 1	Weighed 30 days from Mar. 30, 1887.
18	42.75	.....	42.75	.....	539.59	.....	545.49	.....	July 1	Weighed 30 days from Mar. 29, 1887. 0.33 m. increase.
12	42.75	.....	42.75	.....	133.80	.....	.....	.....	1886. Aug. 23	Weighed 30 days from Dec. 1, 1886. New.
4	42.75	.....	42.75	.....	1,091.40	.....	.....	.....	Apr. 19	Weighed 30 days from Oct. 29, 1886. New.
12	42.75	.....	42.75	.....	44.46	.....	.....	.....	July 1	Weighed 30 days from Sept. 3, 1886. New.
10.30	42.75	.....	42.75	.....	408.26	.....	.....	.....	Aug. 2	Weighed 30 days from Sept. 15, 1886. New.
6	42.75	.....	42.75	.....	326.61	.....	.....	.....	Aug. 2	Weighed 30 days from Sept. 3, 1886. New.
12	42.75	.....	42.75	.....	190.22	.....	.....	.....	Sept. 1	Weighed 30 days from Nov. 10, 1886. New.
13.70	41.90	.....	42.75	.....	1,125.26	.....	1,088.93	.....	1887. July 1	Weighed 30 days from Mar. 30, 1887. 12.67 m. land grant at \$33.52 per m.; formerly \$34.20 per m. 1.38 m. increase.
6	41.90	.....	42.75	.....	2,686.20	.....	.....	.....	Feb. 14	Weighed 30 days from Mar. 30, 1887. New.
6.73	41.90	.....	42.75	.....	3,611.78	.....	3,665.38	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.46 m. increase.
39.5	41.72	.....	42.41	.....	119.77	.....	165.39	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.51 m. decrease. Land grant.
6	41.04	.....	42.75	.....	3,328.75	.....	.....	.....	Feb. 21	Weighed 30 days from Mar. 30, 1887. New.
6	41.04	.....	60.71	.....	4,531.22	.....	6,768.45	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.09 m. decrease.
13	41.04	.....	42.75	.....	1,451.99	.....	.....	.....	Mar. 7	Weighed 30 days from Apr. 13, 1887. New.
6.82	41.04	.....	42.75	.....	957.46	.....	992.22	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.12 m. increase.
12	41.04	.....	42.75	.....	1,099.87	.....	1,085.42	.....	July 1	Weighed 30 days from Mar. 30, 1887. 1.41 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, etc., of mail-car or apartment.
					Miles.	Lbs.			
357	Ill ...	23060	Barnett, Kampsville	Litchfield, Carrollton and Western R. R.	52.42	190.25	12 by 7.2, 11	.....
358	Wash. Ter.	43011	Pasco, Cle Elum.....	Northern Pacific R. R.	152.21	312.18	23.7 by 8.10, 11	.....
359	Mo...	28023	Cuba Junction (n. o.), Salem.	St. Louis and San Francisco Rwy.	40.41	188.15	7 by 6, 11	.....
360	Ill ...	23058	West Lebanon, Le Roy.	Illinois Central R. R.	74.99	183.13	10.7 by 6.1, 11	.....
361	Iowa...	27023	Beulah, Elkader.....	Chicago, Milwaukee and St. Paul Rwy.	19.52	182.13	no apt	.....
362	Ga...	15030	Marietta, Ga., Murphy, N. C.	Marietta and North Georgia R. R.	109.03	179.18	9 by 6, 11	.....
363	Minn ..	26017	Rochester, Zumbrota.	Winona and St. Peter R. R.	21.44	178.10	no apt	.....
364	Fla ...	16029	Monroe (n. o.), Oakland.	Orange Belt Rwy ...	32.10	178.12	13.4 by 5.3, 11	.....
365	Iowa...	27013	Stanwood, Tipton ...	Chicago and Northwestern Rwy.	8.94	177.18	no apt	.....
366	Minn ..	26056	Glencoe, Hutchinson.	Chicago, Milwaukee and St. Paul Rwy.	14.24	176.18	...do	.....
366a	Oreg ..	44008	Dundee Junction (n. o.), Airlie.	Oregonian Rwy. Co. (Limited) Line.	52.00	175.10	...do	.....
367	Ill	23000	Sidell, Olney	Chicago and Ohio River R. R.	86.31	173.16	8 by 7, 11	.....
368	Ill ...	23078	McLeansborough, Shawneetown.	Louisville and Nashville R. R.	41.22	173.12	8 by 6.2, 11	.....
369	Mo...	28041	Miami, Carbon Centre	Kansas City, Fort Scott and Gulf R. R.	24.05	171.15	no apt	.....
370	Iowa...	27084	Des Moines, Cainesville.	Des Moines, Osceola and Southern R. R.	112.13	171.10	7.2 by 5.4, 11	.....
371	Ill ...	33002	Kaukaee, Bloomington.	Illinois Central R. R.	86.38	171.18	15 by 7.2, 11	.....
372	Iowa...	27040	Waukon Junction, Waukon.	Chicago, Milwaukee and St. Paul Rwy.	23.05	170.13	no apt	.....
373	Fla ...	14031	Palatka, Daytona ...	St. John's and Halifax R. R.	54.15	170.18	...do	.....
374	Ill ...	23061	Alton Junction (n. o.), Chicago, and Alton Junction (n. o.).	Indianapolis and St. Louis Rwy.	4.20	169.16	...do	.....
375	Dak ...	35024	Redfield, Faulkton...	Chicago and Northwestern Rwy.	32.61	169.16	...do	.....
376	Kans..	33005	Little River, Holly-wood.	Chicago, Kansas and Western R. R.	27.15	168.15	...do	.....
377	Wis...	25052	Alton, Janesville, ...	Chicago and North-western Rwy.	6.69	168.18	...do	.....

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
8.61	41.04	.....	42.75	.....	2,151.31	.....	2,132.84	.....	July 1	Weighed 30 days from Mar. 30, 1887. 29.07 m. ext. Greenfield to Barnett from Mar. 21, 1887. 0.45 increase.
6	40.36	.....	34.20	.....	5,142.20	.....	4,586.50	.....	Mar. 30	Weighed 30 days from Mar. 30, 1887. 37.19 m. ext. North Yakima to Ellensburg from Sept. 1, 1887; 24.80 m. ext. to Cle Elum not weighed. Land grant.
6	40.19	.....	56.43	.....	1,624.07	.....	2,282.60	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.04 m. decrease.
6	39.33	.....	42.75	.....	2,940.35	.....	3,277.64	.....	July 1	Weighed 30 days from Mar. 30, 1887. 1.68 m. decrease.
6	39.33	.....	42.75	.....	767.72	.....	834.47	.....	July 1	Weighed 30 days from Mar. 30, 1887.
6	39.33	.....	43.61	.....	4,288.14	.....	2,955.01	.....	Apr. 13	Weighed 30 days from Apr. 13, 1887. 41.27 m. ext. Ellijay to Murphy, from Feb. 16, 1887.
12	39.33	.....	42.75	.....	843.23	.....	1,116.63	.....	July 1	Weighed 30 days from Mar. 30, 1887. 4.68 m. decrease.
6	39.33	.....	.....	.....	1,262.49	.....	.....	.....	Feb. 14	Weighed 30 days from Apr. 13, 1887. New.
12	38.48	.....	42.75	.....	344.01	.....	383.47	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.63 m. decrease.
12	38.48	.....	.....	.....	547.95	.....	.....	.....	1886. Dec. 1	Weighed 30 days from Mar. 30, 1887. New.
6	38.48	.....	.....	.....	2,024.04	.....	.....	.....	1887. Mar. 28	Weighed 30 days from Apr. 13, 1887. New.
6	38.48	.....	42.75	.....	3,321.20	.....	3,697.45	.....	July 1	Weighed 30 days from Apr. 13, 1887. 0.18 m. decrease. Formerly Danville, Olney & Ohio River R. R. Co.
6	38.48	.....	42.75	.....	1,586.14	.....	1,762.15	.....	July 1	Weighed 30 days from Mar. 30, 1887.
6.2	37.62	.....	42.75	.....	904.76	.....	1,028.14	.....	July 1	Do.
6	37.62	.....	42.75	.....	4,218.33	.....	5,017.56	.....	July 1	Weighed 30 days from Mar. 30, 1887. 5.24 m. decrease.
7.95	37.62	.....	42.75	.....	3,249.61	.....	3,724.80	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.75 m. decrease.
6	37.62	.....	42.75	.....	867.14	.....	983.25	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.65 m. increase.
6	37.62	.....	.....	.....	2,037.12	.....	.....	.....	Mar. 7	Weighed 30 days from Apr. 20, 1887. New.
12	37.62	.....	42.75	.....	158.00	.....	177.41	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.65 m. increase.
6	37.62	.....	.....	.....	1,226.78	.....	.....	.....	Feb. 14	Weighed 30 days from Mar. 30, 1887. New.
6	37.62	.....	.....	.....	1,024.38	.....	.....	.....	Feb. 21	Do.
24.5	37.62	.....	42.75	.....	251.67	.....	283.86	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.65 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.		Size, etc., of mail-car or apartment.
						Miles per hour.	Miles per hour.	
					Miles.	Lbs.	Feet and inches.	
378	Ill	23044	Danville, Sidell	Chicago and Eastern Illinois R. R.	23.62	164 19	no apt	
379	Ill	23057	Rochelle, Rockford	Chicago and Iowa R. R.	27.72	163 27	do	
380	Iowa	27088	Eldora Junction, Alden.	Chicago, Iowa and Dakota Rwy.	26.42	163 20	do	
381	Kans. . . .	33060	Topeka, Fort Scott	Kansas, Nebraska and Dakota Rwy.	130.79	162 18	8.9 by 6.9, 11	
382	Cal.	46048	Colusa, Colusa Junction.	Colusa R. R.	9.61	162 25	no apt	
383	Iowa	27096	Spencer, Spirit Lake.	Chicago, Milwaukee and St. Paul Rwy.	21.99	161 20	do	
384	Minn	26032	Reno, Preston	do	57.66	160 16	8.6 by 5.8, 11	
385	Iowa	27053	Bellevue, Cascade	do	36.40	159 12	8.6 by 5.8, 11	
386	Tex.	31053	Dallas, Honey Grove.	Gulf, Colorado and Santa Fé Rwy.	80.71	156 20	13.7 by 8.10, 11	
387	Wis	25046	Oshkosh, Hortonville.	Milwaukee, Lake Shore and Western Rwy.	23.77	156 23	no apt	
388	Wis	25035	Fond du Lac, Iron Ridge Junction (n.o.).	Chicago, Milwaukee and St. Paul Rwy.	28.72	154 21	do	
389	Wis	25054	Trempealeau, Galesville.	Chicago and Northwestern Rwy.	8.23	154 17	do	
390	Iowa	27091	New Sharon, Newton.	Central Iowa Rwy	33.60	154 13	do	
391	Dak	35022	Andover, Harlem	Chicago, Milwaukee and St. Paul Rwy.	55.79	135 12	15.3 by 8.7; no clerk.	
392	Kans.	33046	El Dorado, McPherson	St. Louis, Fort Scott and Wichita R. R.	62.17	149 25	18.1 by 6.9, 11	
393	Wis	25043	Ipswich, Platteville	Chicago and Northwestern Rwy.	4.38	151 20	12 by 7.3, 21	
394	Ohio	21090	Marietta, Amesville	Marietta Mineral Rwy.	31.93	150	8.4 by 6.10, 11	
395	Ill	23050	Rock Island, Cable	Rock Island and Peoria Rwy.	27.35	147 20	no apt	
396	Minn	26047	Sank Centre, Eagle Bend.	St. Paul, Minneapolis and Manitoba Rwy.	38.91	146 13	do	

SECOND ASSISTANT—RAILWAY MAIL TRANSPORTATION. 535

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
12	36.77	42.75			868.50		1,015.74		1887. July 1	Weighted 30 days from Mar. 30, 1887. 0.14 m. decrease.
6	36.77	42.75			1,019.20		1,186.74		July 1	Weighted 30 days from Mar. 30, 1887. 0.04 m. decrease.
7.20	36.77	42.75			971.46		918.69		July 1	Weighted 30 days from Mar. 30, 1887. 5.27 m. ext. from Iowa Falls to Alden from Nov. 15, 1886. 0.34 m. decrease.
7	36.77				4,809.14				Feb. 10 1886.	Weighted 30 days from Mar. 30, 1887. New.
7	36.77				353.35				July 1 1887.	Weighted 30 days from Jan. 15, 1887. New.
12	36.77				808.57				May 16	Weighted 30 days from Aug. 18, 1887. New.
6	36.77	43.61			2,120.15		2,517.17		July 1	Weighted 30 days from Mar. 30, 1887. 0.06 m. decrease.
6	35.91	42.75			1,307.12		1,551.40		July 1	Weighted 30 days from Mar. 30, 1887. 0.11 m. increase.
7	35.91				2,898.20				Feb. 16	Weighted 30 days from Apr. 13, 1887. 38.41 m. Dallas to Farmersville from Oct. 20, 1886; 42.30 m. ext. Farmersville to Honey Grove from Feb. 16, 1887. New.
9	35.91	42.75			853.58		1,016.16		July 1	Weighted 30 days from Mar. 30, 1887
12	35.91	42.75			1,031.33		1,232.48		July 1	Weighted 30 days from Mar. 30, 1887. 0.11 m. decrease.
15	35.91	42.75			295.53		351.83		July 1	Weighted 30 days from Mar. 30, 1887.
6	35.91	42.75			1,208.57		1,438.96		July 1	Weighted 30 days from Mar. 30, 1887. 0.06 m. decrease.
6	35.91				2,003.40				Mar. 24	Weighted 30 days from Mar. 30, 1887. 55.67 m. from Jan. 17, 1887; 0.12 m. terminal distance at Harlem from Mar. 24, 1887. New.
7	35.06	52.16			2,179.68		2,749.27		Mar. 30	Weighted 30 days from Mar. 30, 1887. 28.86 m. ext. from Newton to McPherson from Feb. 28, 1887.
12	35.06	42.75			153.59		186.39		July 1	Weighted 30 days from Mar. 30, 1887. 0.02 m. increase.
8	35.06	42.75			1,308.63		1,051.65		1886. Nov. 8	Weighted 30 days from Feb. 15, 1887. 7.33 m. ext. Big Run to Amesville from Nov. 8, 1886; 24.60 m. at \$42.75 per mile.
6	34.20	42.75			935.37		1,160.22		1887. July 1	Weighted 30 days from Mar. 30, 1887. 0.07 m. increase.
6	34.20	42.75			1,262.32		1,596.28		July 1	Weighted 30 days from Mar. 30, 1887. 0.43 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.		Size, etc., of mail-car or apartment.
					Miles.	Average weight of mails whole distance per day. Miles per hour.	
397	Ill	23064	Kempton, Kankakee Junction (n. o.).	Illinois Central R. R.	43.01	146 24	14 by 7, 11.....
398	Iowa	27058	Hastings, Carson ...	Chicago, Burlington and Quincy R. R.	16.24	145 16	no apt.....
399	Iowa	27062	Mount Zion, Keosauqua.	Chicago, Rock Island and Pacific Rwy.	4.97	144 13	...do.....
400	Wis.	25040	Hilbert, Appleton ...	Milwaukee and Northern R. R.	21.94	144 23	..do.....
401	Dak	35025	Tripp, Armour.....	Chicago, Milwaukee and St. Paul Rwy.	20.23	142 12	...do.....
402	Minn	26043	Fergus Falls, Pelican Rapids.	St. Paul, Minneapolis and Manitoba Rwy.	23.58	141 14	..do.....
403	Ill	23076	La Harpe, Burlington.	Toledo, Peoria and Western Rwy.	20.10	141 20	...do.....
404	Wis.	25057	Menominee, Crivitz..	Milwaukee and Northern R. R.	22.96	141 26	...do.....
405	Iowa	27043	Hastings, Sidney.....	Chicago, Burlington and Quincy R. R.	22.14	139 21	...do.....
406	Mo	28048	Alienville, Jackson ..	St. Louis, Iron Mountain and Southern Rwy.	16.60	139 10	...do.....
407	Minn	26028	Heron Lake, Pipestone.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	55.45	135 16	9 by 7.5, 11.....
408	Mo	26	Hartland, Pittsfield ..	Seabastcock and Moosehead R. R.	8.58	132 18	no apt.....
409	Wis	25055	Brandon, Markesan...	Chicago, Milwaukee and St. Paul Rwy.	11.91	131 16	...do.....
410	Iowa	27093	Relay (n. o.), Albia...	Centerville, Moravia and Albia R. R.	24.53	131 15	...do.....
411	Tex	31057	Kenedy, Cuero.....	San Antonio and Aransas Pass Rwy.	42.65	130 14	...do.....
412	Ark.	29006	Brinkley, Jacksonport	Batesville and Brinkley R. R.	60.90	129 15	9 by 6, 11.....
413	Wis	25044	Brodhead, Albany....	Chicago, Milwaukee and St. Paul Rwy.	7.62	129 14	no apt.....
414	Mo	28043	Summitville, Bonne Terre.	St. Joe Rwy.....	13.20	128 13	...do.....
415	N. C.	13027	Wilson, Fayetteville.	Wilmington and Weldon R. R.	74.02	128 21	10 by 7, 11.....
416	Tenn.	19016	Dickson, Aetna.....	Nashville and Tuscaloosa R. R.	44.28	127 10	7 by 4.4, 11.....
417	S. C.	14024	Laurens, Greenville..	Port Royal and Western Carolina Rwy.	36.85	119 17	7.6 by 6.7, 11.....
418	Iowa	27036	Newton, Monroe.....	Chicago, Rock Island and Pacific Rwy.	18.13	119 15	no apt.....

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
6	34.20	42.75	42.75	42.75	1,470.94	1,839.90	1,839.90	1,839.90	1887. July 1	Weighted 30 days from Mar. 30, 1887. 0.03 m. decrease.
6	34.20	42.75	42.75	42.75	555.40	694.69	694.69	694.69	July 1	Weighted 30 days from Mar. 30, 1887. 0.01 m. decrease.
12	34.20	42.75	42.75	42.75	169.97	216.74	216.74	216.74	July 1	Weighted 30 days from Mar. 30, 1887. 0.10 m. decrease.
9	34.20	02.42	02.42	02.42	750.84	1,362.02	1,362.02	1,362.02	July 1	Weighted 30 days from Mar. 30, 1887. 0.11 m. increase.
6	34.20				691.86				Mar. 23	Weighted 30 days from Mar. 30, 1887. 20.17 m. Tripp to Armour from Mar. 7, 1887; 0.06 m., terminal distance at Tripp from Mar. 23, 1887. New.
6	33.35	42.75	42.75	42.75	780.39	972.90	972.90	972.90	July 1	Weighted 30 days from Mar. 30, 1887. 0.82 m. increase.
12	33.35	42.75	42.75	42.75	670.33	859.70	859.70	859.70	July 1	Weighted 30 days from Mar. 30, 1887. 0.01 m. decrease.
12	33.35	44.46	44.46	44.46	765.71	1,013.23	1,013.23	1,013.23	July 1	Weighted 30 days from Mar. 30, 1887. 0.17 m. increase.
6	33.35	42.75	42.75	42.75	738.30	949.00	949.00	949.00	July 1	Weighted 30 days from Mar. 30, 1887. 0.08 m. decrease.
6	33.35	42.75	42.75	42.75	560.28	722.47	722.47	722.47	July 1	Weighted 30 days from Mar. 30, 1887. 0.10 m. decrease.
6	32.49	42.75	42.75	42.75	1,801.57	2,374.31	2,374.31	2,374.31	July 1	Weighted 30 days from Mar. 30, 1887. 0.09 m. decrease.
12	32.49				278.76				Jan. 24	Weighted 30 days from June 21, 1887. New.
6	32.49	42.75	42.75	42.75	386.95	503.59	503.59	503.59	July 1	Weighted 30 days from Mar. 30, 1887. 0.13 m. increase.
6	32.49	42.75	42.75	42.75	796.97	1,049.94	1,049.94	1,049.94	July 1	Weighted 30 days from Mar. 30, 1887. 0.03 m. decrease.
6	32.49				1,385.69				Mar. 14	Weighted 30 days from April 13, 1887. New.
6	31.64	42.75	42.75	42.75	2,564.47	2,453.42	2,453.42	2,453.42	Jan. 17	Weighted 30 days from Feb. 15, 1887. 3.51 m. ext. Newport to Jacksonport from Jan. 17, 1887; 37.39 m., at \$42.75 per m.
12	31.64	42.75	42.75	42.75	241.09	324.90	324.90	324.90	July 1	Weighted 30 days from Mar. 30, 1887. 0.02 m. increase.
19	31.64	42.75	42.75	42.75	417.64	564.30	564.30	564.30	July 1	Weighted 30 days from Mar. 30, 1887.
6	31.64				2,341.99				1886. Dec. 1	Weighted 30 days from Feb. 15, 1887. New.
6	31.64	42.75	42.75	42.75	1,401.01	1,478.72	1,478.72	1,478.72	1887. Feb. 15	Weighted 30 days from Feb. 15, 1887. 9.69 m. ext. Centreville to Aetna from Feb. 1, 1887.
6	30.78				1,134.24				1886. Oct. 18	Weighted 30 days from Dec. 1, 1886. New.
7.25	30.78	42.75	42.75	42.75	558.04	765.65	765.65	765.65	1887. July 1	Weighted 30 days from Mar. 30, 1887. 0.22 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, etc., of mail-car or apartment.
					Miles.	Lbs.			
419	Minn.	26054	Duluth, Tower.....	Duluth and Iron Range R. R.	96.27	119.25			Feet and inches. no apt.....
420	Oreg.	44009	Sheridan Junc. (n.o.), Sheridan.	Oregonian Rwy. Co. (limited) Line.	7.21	119.10			.....do.....
421	Ga.	15048	Augusta, Sandersville.	Augusta, Gibson and Sandersville R. R.	81.05	118.18			8 by 6, 1 l.....
422	Ohio	21099	Adelphi, Kingston...	Cincinnati, Hocking Valley and Huntington Rwy.	11.17	118.11			no apt.....
423	Iowa	27057	Dows, Garner.....	Burlington, Cedar Rapids and Northern Rwy.	32.99	117.20			.....do.....
424	Ill.	23080	Wellington, Cisana Park.	Chicago and Eastern Illinois R. R.	12.72	117.15			.....do.....
425	Mo.	28049	Mineral Point, Potosi.	St. Louis, Iron Mountain and Southern Rwy.	4.43	116.12			.....do.....
426	N. Y.	6134	Harrisville, Carthage.	Carthage and Adirondack Rwy.	21.71	116.18			.....do.....
427	Ga.	15052	Macon, Monticello ...	Burlington and Macon R. R.	45.45	115.10			.....do.....
428	Minn.	26030	Luverne, Doon.....	Chicago, St. Paul, Minneapolis and Omaha Rwy.	28.31	114.15			.....do.....
429	Texas	31051	Coleman Junction (n.o.), Coleman.	Gulf, Colorado and Santa Fe Rwy.	6.25	113.20			.....do.....
430	Wis.	25007	Rush Lake, Winnebago.	Chicago, Milwaukee and St. Paul Rwy.	14.84	113.16			.....do.....
431	Fla.	16010	Sanford, Lake Charm.	Sanford and Indian River R. R.	19.05	112.12			.....do.....
432	Idaho	42002	Hanser Junction (n.o.), Coeur d'Alene.	Spokane Falls and Idaho R. R.	13.68	112.18			.....do.....
433	Ill.	23065	Sidney, Champaign...	Wabash, St. Louis and Pacific Rwy.	12.29	108.15			.....do.....
434	Mich.	24068	Hancock, Red Jacket.	Hancock and Calumet R. R.	14.74	108.20			.....do.....
435	Kans.	33055	Quenemo, Osage City	Chicago, Kansas and Western R. R.	20.60	107.20			.....do.....
436	Ill.	23022	Joliet, Lake Station ..	Michigan Central R. R.	45.15	107.23			12.7 by 6.6, 1 l.....
437	Fla.	16028	Sanford, Tavares ...	Sanford and Lake Eustis R. R.	29.65	106.20			no apt.....
438	Ill.	23043	Streator, Fairbury....	Wabash, St. Louis and Pacific Rwy.	32.05	106.17			11.2 by 6.10, 1 l.....
439	Iowa	27079	Marshalltown, Story City.	Central Iowa Rwy....	39.14	105.11			7 by 7, 1 l.....
440	Wis.	25036	Janesville, Beloit....	Chicago, Milwaukee and St. Paul Rwy.	15.72	103.27			no apt.....

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1887.	
6	30.78	42.75	42.75	42.75	2,963.10		3,793.12		July 1	Weighed 30 days from Mar. 30, 1887. 27.40 m. ext. Two Harbors to Duluth, from Jan. 10, 1887. 0.13 m. decrease.
12	30.78				221.92				Mar. 28	Weighed 30 days from April 13, 1887. New.
6	30.78	42.75	42.75	42.75	2,494.71		2,195.04		Apr. 13	Weighed 30 days from April 13, 1887. 29.69 m., ext. Gibson to Sanderaville, from Mar. 7, 1887.
12	30.78				343.81				1886. Aug. 19	Weighed 30 days from April 20, 1887. New.
6	29.93	42.75	42.75	42.75	987.39		1,414.60		1887. July 1	Weighed 30 days from Mar. 30, 1887. 0.10 m. decrease.
6	29.93	42.75	42.75	42.75	380.70		551.04		July 1	Weighed 30 days from Mar. 30, 1887. 0.17 m. decrease.
13	29.93	42.75	42.75	42.75	132.58		189.81		July 1	Weighed 30 days from Mar. 30, 1887. 0.01 m. decrease.
6	29.93				649.78				Mar. 28	Weighed 30 days from Aug. 2, 1887. New.
6	29.93				1,360.31				Mar. 15	Weighed 30 days from Apr. 20, 1887. New.
6	29.93	42.75	42.75	42.75	847.31		1,209.40		July 1	Weighed 30 days from Mar. 30, 1887. 0.02 m. increase.
7	29.93				187.00				1886. Aug. 16	Weighed 30 days from Feb. 15, 1887. New.
6	29.93	42.75	42.75	42.75	444.16		616.45		1887. July 1	Weighed 30 days from Mar. 30, 1887. 0.42 m. increase.
6	29.93	42.75	42.75	42.75	790.18		753.68		Mar. 14	Weighed 30 days from Apr. 20, 1887. 1.42 m. ext. Oviedo to Lake Charm from Mar. 14, 1887. 17.63 m. at \$42.75 per mile.
7	29.93				415.42				Mar. 14	Weighed 30 days from Mar. 30, 1887. New.
6	29.07	42.75	42.75	42.75	357.27		521.55		July 1	Weighed 30 days from Mar. 30, 1887. 0.09 m. increase.
12	29.07				428.49				1886. Sept. 10	Weighed 30 days from Mar. 30, 1887. New.
12	29.07				598.84				Aug. 15	Do.
6	29.07	42.75	42.75	42.75	1,312.51		1,052.39		1887. July 1	Weighed 30 days from Mar. 30, 1887. 0.52 m. decrease.
6	29.07				861.92				Feb. 16	Weighed 30 days from Apr. 13, 1887. New.
0.86	29.07	47.03	47.03	47.03	931.00		1,504.01		July 1	Weighed 30 days from Mar. 30, 1887. 0.97 m. increase.
6	28.22	42.75	42.75	42.75	1,104.53		3,140.00		July 1	Weighed 30 days from Mar. 30, 1887. 9.19 m. decrease.
12	28.22	42.75	42.75	42.75	443.61		673.74		July 1	Weighed 30 days from Mar. 30, 1887. 0.94 m. decrease.

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

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, etc., of mail-car or apartment.
					Miles.	Lbs.			
441	Cal.	46049	Campbell, New Almaden.	South Pacific Coast R. R.	12.86	103 15		no apt	Feet and inches.
442	Wis.	25045	Montco, Rhinelander.	Milwaukee, Lake Shore and Western Rwy.	14.64	101 21		do	do
443	Minn.	26036	Junction, Cloquet	St. Paul and Duluth R. R.	6.67	101 12		do	do
444	Tenn.	19024	Clarksville, Newstead.	Louisville and Nashville R. R.	29.70	100 10		do	do
445	Wis.	25050	Turtle Lake, Bruce	Minneapolis, Sault Ste. Marie and Atlantic Rwy.	45.84	98 25		do	do
446	Nebr.	34044	Aurora, Hastings	Burlington and Missouri River R. R. (in Nebraska).	29.84	96 20		do	do
447	Ill.	23069	Kankakee, Seneca	Kankakee and Seneca R. R.	43.56	95 21	22.6	by 9.2, 11	do
448	Iowa	27064	Fort Madison, Collett	Fort Madison and Northwestern Rwy.	45.12	88 12		no apt	do
449	N. Mex.	39011	Espanola, Santa Fé	Texas, Santa Fé and Northern R. R.	88.85	89 16	12	by 7, 11	do
450	Ill.	23071	Aurora, Turner	Chicago, Burlington and Quincy R. R.	13.01	85 14		no apt	do
451	Minn.	26052	Moorhead, Halstad	St. Paul, Minneapolis and Manitoba Rwy.	34.51	84 10		do	do
452	Wash. Ter.	43007	Renton, Black Diamond.	Columbia and Puget Sound R. R.	18.50	85 15		do	do
453	S. C.	14022	Elloroe, Rumphtown	Eutawville R. R.	33.78	83 15		do	do
454	Ill.	23074	Varna, Lacon	Chicago and Alton R. R.	10.66	82 20		do	do
455	Wis.	25056	Dexterville Junction (n. o.), Vesper.	Wisconsin, Pittsville and Superior Rwy.	20.87	82		do	do
456	S. C.	14023	McCormick, Anderson.	Port Royal and Western Carolina Rwy.	59.00	81 15	8.4	by 6, 11	do
457	Ill.	23088	East Saint Louis, Belleville.	Illinois and St. Louis R. R. and Coal Co.	15.35	79 16		no apt	do
458	Ala.	17027	Montgomery, Argus	Montgomery Southern Rwy.	33.50	76 13		do	do
459	Pa.	8164	Warren, Pa., Salamanca, N. Y.	Buffalo, New York and Philadelphia R. R.	42.19	379 21	14	by 8.6, 11	do

SECOND ASSISTANT—RAILWAY MAIL TRANSPORTATION. 541

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
13	28.22				362.90				1886. July 12	Weighted 30 days from Mar. 30, 1887. New.
12	28.22		42.75		413.14		630.99		1887. July 1	Weighted 30 days from Mar. 30, 1887. 0.12 m. decrease.
6	28.22		42.75		188.22		285.99		July 1	Weighted 30 days from Mar. 30, 1887. 0.02 m. decrease.
6	28.22				838.13				Mar. 14	Weighted 30 days from Apr. 13, 1887. New.
6	27.36		42.75		1,254.18		1,904.36		July 1	Weighted 30 days from Mar. 30, 1887. 0.11 m. decrease.
6	26.51				791.05				Mar. 7	Weighted 30 days from Mar. 30, 1887. New.
6	26.51		42.75		1,154.77		1,860.05		July 1	Weighted 30 days from Mar. 30, 1887. 0.05 m. increase.
6	25.65		42.75		1,068.06		1,782.24		July 1	Weighted 30 days from Mar. 30, 1887. 3.44 m. ext. from Birmingham to Collett not weighed. 0.05 m. decrease.
6	25.65				996.50				Feb. 21	Weighted 30 days from Mar. 30, 1887. New.
6	24.80		42.75		322.64		536.94		July 1	Weighted 30 days from Mar. 30, 1887. 0.45 m. increase.
4	24.80		42.75		855.84		1,468.75		July 1	Weighted 30 days from Mar. 30, 1887. 0.20 m. increase. Pay based on service not less than 6 round trips per week.
6	24.80				458.80				1886. July 1	Weighted 30 days from Mar. 30, 1887. New.
6	24.80				837.74				Dec. 15	Weighted 30 days from Feb. 15, 1887. 23.68 m. Vance's Ferry to Rumpfstown from June 1, 1886; 10.10 m. ext. Vance's Ferry to Ellorse from Dec. 15, 1886. New.
12	24.80		42.75		204.36		453.15		1887. July 1	Weighted 30 days from Mar. 30, 1887. 0.06 m. increase.
7.53	24.80		42.75		517.57		807.39		July 1	Weighted 30 days from Mar. 30, 1887. 0.58 m. increase.
6	24.80				1,463.20				1886. Oct. 15	Weighted 30 days from Dec. 1, 1886. New.
6	23.94		42.75		367.47		641.25		1887. July 1	Weighted 30 days from Mar. 30, 1887. 0.35 m. increase.
6	23.94		42.75		801.99		897.75		Apr. 13	Weighted 30 days from Apr. 13, 1887. 12.50 m. ext. Ada to Argus from Mar. 24, 1887.
12					1,000.00		1,000.00		1880. Jan. 15	Weighted 30 days from June 8, 1887.

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.		Size, etc., of mail-car or apartment.
						Miles.	Lbs.	
460	Va	11034	Claremont, Hicksford	Atlantic and Danville Rwy.	55.72	73	18	no apt
461	Minn	26051	Rush City, Grantsburgh.	St. Paul and Duluth R. R.	17.17	73	14	do
462	Ill	23028	Monnd's Junction, Mound City.	Illinois Central R. R.	2.96	73	5	do
463	Iowa	27068	Newburgh, State Center.	Central Iowa Rwy	27	73	13	do
464	do	27075	Webster City, Lehigh	Webster City and Southwestern Rwy.	17.83	71	20	do
465	do	27094	Waverly Junction (n. o.), Waverly.	Burlington, Cedar Rapids and Northern Rwy.	6	71	16	do
466	Mo	28031	Saint Louis, Florissant	St. Louis Cable and Western Rwy.	15.65	71	10	do
467	Minn	26049	Saint Cloud, Hinckley	St. Paul, Minneapolis and Manitoba Rwy.	68.24	70	13	do
468	Ala	17031	Shelby Iron Works, Junction Station (n. o.).	Shelby Iron Co	6	69	18	do
469	Pa	8165	Irvona, Mahaffey	Bells Gap R. R.	16.05	68	15	do
470	Kans	33061	Larned, Brown's Grove.	Chicago, Kansas and Western R. R.	24.12	61	13	do
471	Iowa	27078	Hampton, Belmont	Central Iowa Rwy.	22.06	67	18	do
472	Mo	28025	Sallabury, Glasgow.	Wabash Western Rwy.	13.81	65	15	do
473	Ill	23031	Boltzville, O'Fallon Depot.	Louisville and Nashville R. R.	6.80	58	13	do
474	Penn	8143	Negley, Verona	Allegheny Valley R. R.	5.42	58	11	no apt
475	do	8166	Tarbotville, Watson town.	Wilkesbarre and Western Rwy.	6.53	54	15	do
476	Minn	26050	Crockston, Saint Hilairo.	St. Paul, Minneapolis and Manitoba Rwy.	28.30	54	14	do
477	Iowa	27069	Hudson, Waterloo	Chicago, St. Paul and Kansas City Rwy.	9.18	53	26	do
478	Ga	15951	Columbus, Shiloh	Georgia Midland and Gulf R. R.	35.20	52	14	do
479	Fla	16027	Saint Augustine, Palatka.	St. Augustine and Palatka Rwy.	26.71	50	25	do
480	Wis	25341	Elkhorn, Eagle	Chicago, Milwaukee and St. Paul Rwy.	17.56	47	13	do
481	Fla	16030	Jacksonville, Pablo Beach.	Jacksonville and Atlantic R. R.	17.48	44	20	do

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
6	23.00	.....	42.75	.....	1,650.27	.....	790.87	.....	1886. Sept. 15	Weighed 30 days from Dec. 1, 1886. 37.22 m. ext. Waverly Station to Hicksford, from Sept. 15, 1886; 18.50 m., at \$42.75 per m.
6	23.00	.....	42.75	.....	306.45	.....	741.28	.....	1887. July 1	Weighed 30 days from Mar. 30, 1887. 0.17 m. decrease.
12	23.00	.....	42.75	.....	68.34	.....	125.68	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.02 m. increase.
6	23.00	.....	42.75	.....	623.43	.....	1,153.30	.....	July 1	Do.
6	23.00	.....	.....	.....	411.69	.....	.....	.....	Mar. 25	Weighed 30 days from Mar. 30, 1887. New. Former title Webster City and Northwestern R. R. Co.
12	23.00	.....	.....	.....	138.54	.....	.....	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.01 m. from Oct. 20, 1886. 0.01 m. decrease.
6	23.00	.....	42.75	.....	361.85	.....	607.25	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.66 m. decrease.
6	23.00	.....	42.75	.....	1,573.00	.....	2,908.71	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.20 m. increase.
6	23.00	.....	.....	.....	138.54	.....	.....	.....	1886. Aug.	Weighed 30 days from Dec. 1, 1886. New.
6	23.00	.....	.....	.....	370.50	.....	.....	.....	1887. Mar. 14	Weighed 30 days from Aug. 2, 1887. New.
6	23.23	.....	.....	.....	636.18	.....	.....	.....	Feb. 21	Weighed 30 days from Mar. 30, 1887. New.
6	23.23	.....	42.75	.....	510.40	.....	975.55	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.14 m. increase.
6	22.23	.....	42.75	.....	351.45	.....	667.23	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.20 m. increase.
9	21.38	.....	42.75	.....	145.38	.....	313.78	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.54 m. decrease.
9	21.38	.....	.....	.....	115.87	.....	.....	.....	Feb. 14	Weighed 30 days from Aug. 2, 1887. New.
6	20.52	.....	.....	.....	133.99	.....	.....	.....	May 2	Do.
4	20.52	.....	29.92	.....	536.71	.....	859.60	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.43 m. decrease. Pay based on service not less than 6 round trips per week.
6	20.52	.....	42.75	.....	188.37	.....	392.67	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.01 m. decrease.
6	20.52	.....	.....	.....	722.30	.....	.....	.....	Mar. 14	Weighed 30 days from Apr. 13, 1887. New.
4	20.52	.....	.....	.....	548.08	.....	.....	.....	1886. Aug. 23	Weighed 30 days from Dec. 1, 1886. New.
6	20.52	.....	42.75	.....	360.33	.....	750.09	.....	1887. July 1	Weighed 30 days from Mar. 30, 1887.
6	20.52	.....	.....	.....	358.68	.....	.....	.....	Feb. 14	Weighed 30 days from Apr. 13, 1887. 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.		Size, etc., of mail-car or apartment.
					Miles.	Average weight of mails whole distance per day. Lbs. Miles per hour.	
482	Mo...	28055	Clinton, Brownington	Kansas City and Southern Rwy.	11.37	37 20	no apt.....
483	Wis...	25060	Antigo, Malcolm....	Milwaukee, Lake Shore and Western Rwy.	13.37	35 12	do.....
484	Ill...	23052	Courtland, Sycamore.	Chicago and North-western Rwy.	4.94	32 20	do.....
485	Wis...	25062	Necedah Junction (n. o.), Necedah.	do.....	16.48	25 16	do.....
486	Tex...	31048	Longview, Tatum....	Galveston, Sabine and St. Louis Rwy.	22.51	24 8	do.....
487	Ill...	23086	Buckingham, Clarke City.	Illinois Central R. R.	9.72	15 10	do.....
488	Fla...	16019	Wildwood, Massacre.	Florida Rwy and Navigation Co.	20.52	67 8	do.....
489	Pa....	8112	Jersey Shore, Gazzam	Beech Creek R. R....	116.01	165 18	apt. 7.6 by 6.6, 1 1...
490	Mo...	28960	Cameron, Kansas City	Chicago, Rock Island and Pacific Rwy.	55.06	805 24	no apt.
Total							
Increase over former amount of pay by readjustment							

States and Territories in which the contract term expired June 30, 1887, etc.—Continued.

Average trips per week.	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.
	Dolls.	Dolls.	Dolls.	Dolls.	Dollars:	Dollars.	Dollars.	Dollars	1887.	
6	20.52	.....	42.75	.....	933.31	.....	493.76	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.18 m. decrease.
6	20.52	.....	42.75	.....	274.35	.....	575.84	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.10 m. decrease.
9	20.52	.....	47.88	.....	401.36	.....	250.89	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.30 m. decrease.
9.30	20.52	.....	42.75	.....	328.16	.....	694.26	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.24 m. increase.
6	20.52	.....	.....	.....	774.01	.....	600.21	.....	Jan. 24	Weighed 30 days from Apr. 13, 1887. 8.47 m. extension from Easton to Tatam from Jan. 24, 1887; 14.04 m. at \$42.75 per m.
6	20.52	.....	34.20	.....	193.45	.....	327.97	.....	July 1	Weighed 30 days from Mar. 30, 1887. 0.13 m. increase.
6	17.78	.....	34.20	.....	537.74	.....	360.12	.....	1886. Aug. 16	Weighed 30 days from Dec. 1, 1886. 9.99 m. extension, Panasoff-ke to Massacre from Aug. 16, 1886; 8.46 m. at \$34.20 per m. All land-grant.
6	.....	.....	.....	.....	1,000.00	.....	1,000.00	.....	April 26	Weighed 30 days from June 8, 1887.
13	8.55	.....	5.99	.....	470.76	.....	329.80	.....	1887. July 1	Weighed 30 days from Mar. 30, 1887. Formerly branch of route 27017. Lap service on route 2-010. 0.08 m. increase.
					4,861,251.08	.....	3,899,195.01			
					3,899,195.01	.....			
					962,056.07	.....			

Index to Table H.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Allegheny Valley R. R.	474	8143	Chicago and Northwestern Rwy.	485	25062
Asheville and Spartanburgh R. R.	276	14011	Do.	37	25064
Atchison, Topoka and Santa Fé R. R.	332	33017	Do.	65	25031
Atlantic and Danville R. R.	460	11034	Do.	365	27013
Augusta, Gibson and Sandersville R. R.	421	15048	Do.	219	27024
Baltimore and Ohio R. R.	345	10022	Do.	57	27030
Bangor and Portland Rwy.	299	8115	Do.	1154	27038
Batesville and Brinkley R. R.	412	29006	Do.	291	27049
Beech Creek R. R.	489	8112	Do.	148	27050
Bell's Gap R. R.	469	8165	Do.	104	27052
Buffalo, New York and Philadelphia R. R.	459	8164	Do.	136	27066
Buffalo, Rochester and Pittsburgh R. R.	290	6097	Do.	86	27070
Burlington, Cedar Rapids and Northern Rwy.	44	27001	Do.	253	27071
Do.	173	27002	Do.	282	27080
Do.	123	27003	Do.	199	27089
Do.	193	27004	Do.	116	35023
Do.	305	27037	Do.	375	35024
Do.	137	27048	Do.	567	25007
Do.	423	27057	Chicago and Ohio River R. R.	144	27008
Do.	286	27065	Chicago, Burlington and Kansas City Rwy.	139	23073
Do.	321	27072	Chicago, Burlington and Northern R. R.	233	23090
Do.	324	27085	Do.	66	23095
Do.	465	27094	Chicago, Burlington and Quincy R. R.	1	23097
Burlington and Missouri River R. R. (in Nebraska).	248	34034	Do.	138	23098
Do.	50	34039	Do.	84	23099
Do.	446	34044	Do.	10	23010
Burlington and Northwestern Rwy.	228	27035	Do.	167	23011
Burlington and Western Rwy.	256	27082	Do.	98	23012
California Southern R. R.	196	46033	Do.	219	23013
Cape Girardeau Southern Rwy.	233	28045	Do.	828	23014
Carolina Central R. R.	290	13068	Do.	170	23041
Carthage and Adirondack Rwy.	426	6134	Do.	180	23070
Central Iowa Rwy.	281	25068	Do.	450	23071
Do.	90	27010	Do.	211	23072
Do.	336	27032	Do.	328	23079
Do.	463	27066	Do.	241	23084
Do.	471	27078	Do.	3	27005
Do.	459	27079	Do.	131	27066
Do.	390	27091	Do.	60	27067
Centreville, Moravia and Albion R. R.	410	27093	Do.	186	27069
Chateaugay R. R.	267	6132	Do.	36	27011
Chicago and Alton R. R.	8	23017	Do.	74	27035
Do.	165	23018	Do.	255	27041
Do.	270	23019	Do.	73	27042
Do.	454	23074	Do.	405	27043
Do.	232	28021	Do.	334	27055
Do.	62	28022	Do.	308	27058
Chicago and Eastern Illinois R. R.	48	25042	Do.	127	27061
Do.	378	25044	Do.	20	27073
Do.	424	25080	Do.	126	27074
Chicago and Indiana Coal Rwy Co.	268	22031	Do.	247	27083
Chicago and Iowa R. R.	29	23036	Do.	182	27092
Do.	379	23057	Do.	118	28037
Chicago and Northwestern Rwy.	19	23001	Chicago, Iowa, and Dakota Rwy.	380	27088
Do.	33	23002	Chicago, Kansas and Western R. R.	234	33052
Do.	11	23003	Do.	297	33053
Do.	307	23094	Do.	435	33055
Do.	484	23052	Do.	240	33059
Do.	236	23056	Do.	470	33061
Do.	350	23087	Do.	376	33065
Do.	23	25009	Do.	115	33066
Do.	22	25010	Chicago, Milwaukee and St. Paul Rwy.	2	28035
Do.	101	25011	Do.	21	28054
Do.	28	25012	Do.	35	25001
Do.	31	25014	Do.	5	25002
Do.	184	25019	Do.	92	25003
Do.	165	25025	Do.	132	25004
Do.	109	25030	Do.	110	25005
Do.	124	25042	Do.	147	25006
Do.	393	25043	Do.	430	25007
Do.	377	25052	Do.	125	25008
Do.	389	25054	Do.	128	25020
			Do.	285	25021
			Do.	341	25022
			Do.	246	25023
			Do.	67	25024

Index to Table H—Continued.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
Chicago, Milwaukee and St. Paul Rwy.	237	25029	Cincinnati, Hocking Valley and Hunt-		
Do.....	158	25031	ington Rwy.....	422	21099
Do.....	231	25034	Columbia and Puget Sound R. R.....	452	43007
Do.....	388	25035	Colusa R. R.....	382	46048
Do.....	440	25036	Council Grove, Osage City and Ottawa		
Do.....	298	25039	Rwy.....	191	33067
Do.....	480	25041	Covington and Macon R. R.....	427	15032
Do.....	413	25044	Dallas and Greenville Rwy.....	309	31055
Do.....	160	25047	Denver, Memphis and Atlantic Rwy.....	301	33058
Do.....	275	25053	Do.....	223	33056
Do.....	409	25055	Des Moines and Fort Dodge R. R.....	114	27631
Do.....	51	26009	Do.....	201	27087
Do.....	59	26010	Des Moines, Osceola and Southern R. R.		
Do.....	190	26012	Detroit, Bay City and Alpena R. R.....	370	27084
Do.....	6	26013	Detroit, Lansing and Northern R. R.....	166	24057
Do.....	270	26022	Duluth and Iron Range R. R.....	214	24011
Do.....	70	26023	Do.....	419	26054
Do.....	304	26024	Eatawville R. R.....	453	14022
Do.....	384	26032	Evansville and Indianapolis R. R.....	235	22026
Do.....	40	26037	Fall Brook Coal Co.....	346	8142
Do.....	258	26044	Fitchburg R. R.....	265	3023
Do.....	292	26045	Florida Railway and Navigation Co.....	488	16019
Do.....	306	26056	Florida Southern Rwy.....	250	16026
Do.....	49	27012	Fort Madison and Northwestern Rwy.....	448	37064
Do.....	279	27018	Fort Worth and New Orleans R. R.....	310	31052
Do.....	152	27020	Fremont, Elkhorn and Missouri Val-		
Do.....	391	27023	ley R. R.....	444	34010
Do.....	45	27025	Do.....	298	34035
Do.....	135	27026	Do.....	263	34037
Do.....	113	27027	Do.....	349	34041
Do.....	64	27028	Fulton County Narrow Gauge Rwy.....	294	23067
Do.....	129	27034	Galveston, Sabine and St. Louis R. R.....	486	31018
Do.....	209	27039	Georgia, Midland and Gulf R. R.....	478	15051
Do.....	379	27040	Grand Island and Wyoming Central		
Do.....	217	27047	R. R.....	143	34036
Do.....	383	27053	Grand Tower and Carbondale R. R.....	356	23039
Do.....	145	27096	Green Bay, Winona and St. Paul R. R.		
Do.....	145	35001	Gulf, Colorado and Santa Fé Rwy.....	429	31051
Do.....	391	35022	Do.....	386	31053
Do.....	401	35025	Do.....	142	31054
Chicago, Peoria and St. Louis Rwy.	372	23038	Hancock and Calumet R. R.....	454	24008
Do.....	308	23049	Do.....	24	24069
Chicago, Rock Island and Pacific Rwy.	1	23015	Hannibal and St. Joseph R. R.....	26	28005
Do.....	76	23016	Do.....	17	48010
Do.....	46	27011	Do.....	79	28030
Do.....	169	27015	Do.....	242	28050
Do.....	157	27016	Hanneston and Shenandoah R. R.....	168	27067
Do.....	47	27017	Illinois and St. Louis R. R. and Coal		
Do.....	117	27019	Co.....	457	23088
Do.....	418	27036	Illinois Central R. R.....	251	18009
Do.....	288	27044	Do.....	296	18018
Do.....	312	27045	Do.....	27	23020
Do.....	338	27054	Do.....	65	23021
Do.....	327	27059	Do.....	462	23028
Do.....	399	27062	Do.....	216	23029
Do.....	323	27063	Do.....	189	23034
Do.....	177	27076	Do.....	360	23058
Do.....	230	27090	Do.....	371	23062
Do.....	159	28032	Do.....	397	23064
Do.....	490	28060	Do.....	266	23077
Do.....	175	27056	Do.....	487	23086
Chicago, St. Paul and Kansas City Rwy.	477	37069	Do.....	77	27021
Do.....			Do.....	112	27023
Chicago, St. Paul, Minneapolis and			Indiana and Illinois Southern R. R.....	330	23026
Omsaha Rwy.....	156	25028	Indiana, Illinois and Iowa R. R.....	353	23082
Do.....	88	25030	Indianapolis and St. Louis Rwy.....	374	23061
Do.....	197	23032	Indianapolis, Decatur and Springfield		
Do.....	300	25033	Rwy.....	94	23055
Do.....	325	25037	Jacksonville and Atlantic R. R.....	481	16030
Do.....	140	25048	Jacksonville Southeastern Rwy.....	188	23046
Do.....	161	25051	Jacksonville, Tampa and Key West		
Do.....	207	26020	Rwy.....	32	16018
Do.....	41	26025	Do.....	184	16025
Do.....	351	26027	Kankakee and Seneca R. R.....	447	23069
Do.....	407	26028	Kansas City and Southern Rwy.....	482	28055
Do.....	195	26029	Kansas City, Clinton and Springfield		
Do.....	428	26030	Rwy.....	245	28016
Chicago, Santa Fé and California Rwy.	278	23051	Do.....	290	28056

Index to Table H—Continued.

Title.	Order.	No. of routes.	Title.	Order.	No. of routes.
Kansas City, Emporia and Southern Rwy.	296	33064	Ohio and Mississippi Rwy.	226	23073
Kansas City, Fort Scott and Gulf R. R.	32	28036	Ohio River R. R.	153	12013
Do	369	28041	Ohio Valley Rwy.	335	20034
Kansas City, St. Joseph and Council Bluffs R. R.	16	28006	Omaha and North Platte R. R.	318	34038
Do	69	28028	Omaha and Republican Valley R. R.	155	34015
Do	227	28044	Do	243	34033
Do	273	28046	Orange Belt Rwy.	364	16029
Kansas City, Springfield and Memphis R. R.	82	28017	Oregon Railway Company (Limited) Line	279	44067
Kansas, Nebraska and Dakota Rwy.	381	33060	Do	3662	44068
Keokuk and Western R. R.	224	28015	Oregon Pacific R. R.	420	44069
Kingman, Pratt and Western Rwy.	192	33062	Oregon Railway and Navigation Company	310	44066
Litchfield, Carrollton and Western R. R.	357	23060	Pennsylvania R. R.	294	43014
Little Falls and Dakota R. R.	313	26046	Peoria, Decatur and Evansville Rwy.	344	8129
Los Angeles and San Gabriel Valley R. R.	205	46946	Port Royal and Western Carolina Rwy.	149	23624
Louisville and Nashville R. R.	473	23031	Do	417	14024
Do	38	2303	Quincy, Missouri and Pacific R. R.	163	28019
Do	368	23078	Rock Island and Peoria Rwy.	119	23040
Do	444	19024	Do	395	23039
Manhattan and Blue Valley Rwy.	238	33054	Saginaw, Tuscola and Huron R. R.	311	24054
Marietta and North Georgia R. R.	320	15039	St. Augustine and Palatka Rwy.	479	16027
Marietta Mineral Rwy.	391	24090	St. Joe Rwy.	414	25042
Memphis and Atlantic Rwy.	223	33056	St. John's and Halifax R. R.	373	16031
Memphis and Little Rock R. R.	85	29061	St. Joseph and Iowa R. R.	89	29057
Michigan Central R. R.	436	23022	St. Joseph and St. Louis R. R.	122	28012
Milwaukee and Northern R. R.	110	25048	St. Louis, Alton and Terre Haute R. R.	71	23080
Do	400	25030	Do	339	23045
Do	401	25057	Do	355	23045
Milwaukee, Lake Shore and Western Rwy.	54	25018	St. Louis and Central Illinois R. R.	291	27083
Do	442	25045	St. Louis and Emporia R. R.	295	33045
Do	387	25046	St. Louis and Hannibal Rwy.	178	28029
Do	83	25049	St. Louis and San Francisco Rwy.	30	28063
Do	103	25050	Do	81	28020
Do	283	25058	Do	359	28023
Do	483	25060	Do	303	28028
Do	130	25063	Do	97	28029
Minneapolis and Pacific Rwy.	287	26058	Do	322	28033
Minneapolis and St. Louis Rwy.	75	26021	Do	161	28034
Do	133	26038	Do	318	33049
Do	213	26048	St. Louis, Arkansas and Texas R. R.	140	28051
Minneapolis, Sault Ste. Marie and Atlantic Rwy.	445	25059	Do	329	28052
Minnesota and Northwestern R. R.	93	26055	St. Louis, Cable and Western Rwy.	466	28031
Do	218	27051	St. Louis, Des Moines and Northern Rwy.	262	27081
Do	134	27095	St. Louis, Fort Scott and Wichita R. R.	302	33046
Missouri Pacific Rwy.	9	26026	St. Louis, Iron Mountain and Southern Rwy.	7	28002
Do	4	28001	Do	284	28027
Do	204	28008	Do	108	28034
Do	14	28011	Do	337	28035
Do	42	28014	Do	406	28048
Do	80	28023	Do	425	28049
Do	141	28032	St. Louis, Keokuk and Northwestern Rwy.	43	28018
Do	78	28040	St. Paul and Duluth R. R.	107	26007
Do	280	28042	Do	348	26008
Do	305	28047	Do	222	26034
Do	302	34040	Do	443	26036
Mobile and Ohio R. R.	151	24053	Do	461	26031
Montgomery Southern Rwy.	458	17027	St. Paul, Minneapolis and Manitoba Rwy.	68	26004
Nashville and Tusculooosa R. R.	410	10010	Do	50	26005
Natchez, Red River and Texas R. R.	343	30093	Do	56	26006
Nebraska and Colorado R. R.	215	34026	Do	310	26034
Do	331	34042	Do	55	26035
Do	352	34043	Do	111	26039
Nevada and Minden Rwy.	162	28058	Do	25	26040
New Jersey and New York R. R.	347	6104	Do	402	26043
New York, New Haven and Hartford R. R.	314	5009	Do	396	26047
Northern Pacific R. R.	15	26001	Do	407	26049
Do	271	26011	Do	470	26050
Do	358	43011	Do	451	26052
Northern Pacific, Fergus and Black Hills R. R.	280	26042	Do	252	26057
			Saline, Lincoln and Western R. R.	249	33057
			San Antonio and Aransas Pass Rwy.	257	31033

Index to Table H—Continued.

Title.	Order.	No. of route.	Title.	Order.	No. of route.
San Antonio and Aransas Pass Rwy ..	411	31057	Wabash, St. Louis and Pacific Rwy ...	121	23066
Sanford and Indian River R. R.	431	16010	Do	274	23075
Sanford and Lake Eustis R. R.	437	16028	Do	198	23081
Sebastiack and Moosehead R. R.	408	26	Do	106	28061
Shelby Iron Co	468	17031	Wabash Western Rwy	220	27046
Ship Island, Ripley and Kentucky R. R	250	18008	Do	202	27060
Sioux City and Pacific R. R	24	27029	Do	18	28004
Do	34	27077	Do	61	28007
Southern Pacific R. R.	150	46050	Do	194	28009
South Florida R. R	210	16094	Do	72	28013
South Pacific Coast R. R.	441	46049	Do	472	28025
Spokane Falls and Idaho R. R	432	42002	Warrenton R. R	342	13026
Staten Island Rapid Transit R. R	100	6062	Webster City and Southwestern Rwy ..	464	27075
Do	269	6068	Western North Carolina R. R	277	13016
Taylor, Bastrop and Houston Rwy	354	31056	Wheeling and Lake Erie R. R	176	21080
Terre Haute and Peoria R. R	229	33048	Wichita and Colorado Rwy	244	33051
Texas, Santa Fé and Northern R. R.	440	39011	Wilkesbarre and Western Rwy	475	8106
Toledo, Ann Arbor and North Michi- gan Rwy	154	24065	Williamsport and North Branch R. R. .	317	8210
Toledo, Peoria and Western Rwy	91	23027	Wilmington and Weldon R. R	415	13027
Do	402	23076	Winona and St. Peter R. R	58	26014
Topeka, Salina and Western Rwy	187	33050	Do	53	26015
Veidigra Valley, Independence and Western Rwy	183	33063	Do	333	26016
Wabash, Chester and Western R. R	185	23047	Do	363	26017
Wabash, St. Louis and Pacific Rwy	12	23023	Do	340	26018
Do	99	23025	Do	306	26019
Do	254	23037	Wisconsin Central Associated Lines ..	95	23089
Do	438	23043	Do	203	25015
Do	174	23050	Do	87	25017
Do	225	23063	Do	96	25026
Do	433	23065	Do	102	25061
			Wisconsin, Minnesota and Pacific Rwy ..	171	26053
			Wisconsin, Pittsfield and Superior Rwy ..	455	25056
			Zanesville and Ohio River Rwy	221	21100

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the as compared with 1886,

No. of route.	State and termini.	Corporate title of company.	June 30, 1886.		
			Length of route.	Pay per annum.	Pay per mile.
	MAINE.				
6	Portland and Bangor	Maine Central R. R.	<i>Miles.</i> 158.00	<i>Dollars.</i> 13,800.00	<i>Dollars.</i> 100.00
12	Bangor and Vanceborough	do	114.88	2,871.50	25.00
	NEW HAMPSHIRE.				
1001	Concord and Nashua	Concord R. R. Corporation	36.28	907.00	25.00
1008	Concord and White River Junction.	Boston and Lowell R. R. Corporation.	69.76	1,744.00	25.00
	VERMONT.				
2002	Windsor and Rouse's Point	Central Vermont R. R.	158.77		
Part.	White River Junction and Saint Albans.	do	120.50	3,012.50	25.00
	MASSACHUSETTS.				
3001	Boston and Portland	Boston and Maine R. R.	109.35	10,935.00	100.00
3016	Boston and Nashua	Boston and Lowell R. R. Corporation.	39.85	996.25	25.00
3025	Boston and Albany	Boston and Albany R. R.	201.29		
Part.	Boston and Springfield	do	98.63		
Part.	Springfield and Albany	do	102.66	19,927.50	{ 150.00 50.00
3035	Boston and Providence	Boston and Providence R. R. ..	44.00	2,200.00	50.00
	RHODE ISLAND.				
4002	Providence and Groton	New York, Providence and Boston R. R.	61.80	3,090.00	50.00
	CONNECTICUT.				
5004	New Haven and New London.	New York, New Haven and Hartford R. R.	51.78	2,589.00	50.00
5005	New York and Springfield	do	136.00		
Part.	New York and New Haven	do	73.37		
Part.	New Haven and Springfield	do	62.63	{ 22,708.50	{ 190.00 140.00
	NEW YORK.				
6001	New York and Dunkirk	New York, Lake Erie and Western R. R.	459.55		
Part.	New York and Hornellsville	do	331.16		
Part.	Hornellsville and Dunkirk	do	128.39	{ 31,028.40	{ 80.00 40.00
6011	New York and Buffalo	New York Central and Hudson River R. R.	442.00		
Part.	New York and Syracuse	do	291.50		
Part.	Syracuse and Buffalo	do	150.50	{ 157,520.00	{ 370.00 330.00
6013	Syracuse and Rochester	do	104.00	4,160.00	40.00
	NEW JERSEY.				
7004	New York and Philadelphia	Pennsylvania R. R.	90.89	38,628.25	425.00
	PENNSYLVANIA.				
8001	Philadelphia and Pittsburgh	Pennsylvania R. R.	352.90	97,047.50	275.00
8006	Sunbury and Williamsport	do	40.96	1,024.00	25.00
	MARYLAND.				
10001	Bay View (n. o.) and Philadelphia.	Philadelphia, Wilmington and Baltimore R. R.	91.80	9,180.00	100.00

fiscal years ending June 30, 1886, and June 30, 1887, and the increase or decrease of 1887, and the reasons therefor.

June 30, 1887.			Increase per annum of 1887.	Decrease per annum of 1887.	Number of lines and authorized length of cars, June 30, 1887.	Remarks.
Length of route.	Pay per annum.	Pay per mile.				
<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
138.00	13,800.00	100.00			2 lines 60 feet ...	
114.86	2,871.50	25.00			1 line 40 feet ...	
36.28	907.00	25.00			1 line 40 feet ...	
69.76	1,744.00	25.00			1 line 40 feet ...	
158.77						
120.50	8,012.50	25.00			1 line 40 feet ...	
108.35	10,035.00	100.00			2 lines 60 feet ...	
39.85	998.25	25.00			1 line 40 feet ...	
201.29						
{ 98.63	{ 24,950.75	{ 175.00	{ 5,032.25		3 lines 55 feet, and 1 line 40 feet (45 feet reported).	} 1 line 40 feet R. P. O. cars established July 1, 1886.
{ 102.66		{ 75.00					1 line 55 feet, and 1 line 40 feet (45 feet reported).
44.00	2,200.00	50.00			1 line 55 feet ...	
61.80	3,000.00	50.00			1 line 55 feet ...	
51.78	2,589.00	50.00			1 line 55 feet ...	
138.00					3 lines 55 feet and 1 line 50 feet (55 feet reported).	
73.37	{ 22,708.50	{ 190.00			2 lines 55 feet and 1 line 50 feet (55 feet reported).	
62.63		{ 140.00				
459.55						
331.16	{ 31,628.40	{ 80.00			2 lines 50 feet ...	
128.39		{ 40.00			1 line 50 feet ...	
442.00						
291.50	{ 157,520.00	{ 370.00			5 lines 60 feet, and 3 lines 50 feet.	
150.50		{ 330.00			5 lines 60 feet, and 2 lines 50 feet.	
104.00	4,160.00	40.00			1 line 50 feet ...	
90.80	38,628.25	425.00			8 lines 60 feet, and 1 line 40 feet.	
352.90	97,047.50	275.00			5 lines 60 feet, and 1 line 40 feet.	
40.96	1,024.00	25.00			1 line 40 feet ...	
91.80	9,180.00	100.00			2 lines 60 feet (3 lines reported.)	

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, 1896.		
			Length of route.	Pay per annum.	Pay per mile.
MARYLAND—continued.					
10002	Baltimore and Sunbury	Northern Central Rwy.	<i>Miles.</i> 133.01	<i>Dollars.</i> 2,450.25	<i>Dollars.</i> 25.00
10003	Baltimore and Beltsaire	Baltimore and Ohio R. R.	390.89		
Part.	Grafton and Grafton	do	258.75	} 89,115.60	} 120.00
Part.	Grafton and Beltsaire	do	86.64		
10008	Baltimore and Williamsport ..	Western Maryland R. R.	93.74		
Part.	Baltimore and Hagerstown ..	do	88.60	2,185.00	25.00
10013	Bay View (n. o.) and Wash- ington.	Baltimore and Potomac R. R. ..	45.40	4,540.00	100.00
VIRGINIA.					
11001	Washington and Richmond...	Richmond, Fredericksburgh and Potomac R. R.	115.90	13,908.00	120.00
11002	Alexandria and Lynchburgh..	Virginia Midland Rwy.	166.40	17,472.00	105.00
11008	Richmond and Petersburg ..	Richmond and Petersburg R. R.	23.39	1,871.20	80.00
11009	Petersburgh and Weldon	Petersburgh R. R.	64.00	5,120.00	80.00
11013	{ Lynchburgh and Roanoke, Roanoke and Bristol. }	Norfolk and Western R. R. {	54.24	} 8,684.00	} 25.00
11016			Lynchburgh and Danville Junction (n. o.).			150.16
11018	Washington and Alexandria..	Virginia Midland Rwy.	65.72	5,257.60	80.00
11021	Hagerstown and Roanoke	Alexandria and Washington R. R.	7.42	779.10	105.00
11038	North Danville and Charlotte.	Shenandoah Valley R. R.	239.80	5,995.00	25.00
		Richmond and Danville R. R. .	143.21	11,456.80	80.00
WEST VIRGINIA.					
12002	Grafton and Parkersburgh ...	Baltimore and Ohio R. R.	104.50	8,380.00	80.00
NORTH CAROLINA.					
13003	Weldon and Wilmington	Wilmington and Weldon R. R. .	162.07	12,985.60	80.00
SOUTH CAROLINA.					
14002	{ Florence and Wilmington . }	Wilmington, Columbia, and Augusta R. R.	} 110.00	7,150.00	65.00
Part.						Charleston and Savannah .....	Charleston and Savannah Rwy.	115.00	7,475.00	65.00
14005	Charleston and Florence	Northeastern R. R.	102.00	8,630.00	65.00
GEORGIA.					
15001	Atlanta and Air-Line Junc- tion (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
15009	Savannah and Jacksonville...	Savannah, Florida and West- ern Rwy.	171.50	11,147.50	65.00
ALABAMA.					
17001	Montgomery and West Point.	Western Rwy. 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 Rwy.	242.17	12,108.50	50.00
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	4.60	270.00	60.00

for the fiscal years ending June 30, 1886, and June 30, 1887, etc.—Continued.

June 30, 1887.			Increase per annum of 1887.	Decrease per annum of 1887.	Number of lines and authorized length of cars, June 30, 1887.	Remarks.
Length of route.	Pay per annum.	Pay per mile.				
Miles.	Dollars.	Dollars.	Dollars.	Dollars.		
138.01	3,450.25	25.00			1 line 40 feet ...	
390.39						
203.75	} 39,115.00	{ 120.00			3 lines 50 feet ...	
96.64			{ 40.00			1 line 50 feet ...
93.14						
86.60	2,165.00	25.00			1 line 40 feet ...	
45.40	4,540.00	100.00			2 lines 60 feet (3 lines reported.)	
115.90	13,908.00	120.00			3 lines 50 feet ...	
166.40	19,136.00	115.00	1,664.00		1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	1 line of 60 feet cars established February 4, 1887.
23.39	1,871.20	80.00			2 lines 50 feet ...	
64.00	} 5,120.00	} 80.00			2 lines 50 feet ...	
54.24			} 8,864.00	{ 25.00		
150.16	{ 50.00					2 lines 40 feet ...
65.72	5,914.80	90.00	657.20		1 line 60 feet; 1 line 50 feet.	1 line of 60 feet cars established February 4, 1887.
7.42	853.30	115.00	74.20		1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	1 line of 60 feet cars established February 4, 1887.
239.80	5,995.00	25.00			1 line 40 feet ...	
143.21	12,888.90	90.00	1,432.10		1 line 60 feet; 1 line 40 feet.	1 line of 60 feet cars established February 4, 1887.
104.50	8,360.00	80.00			2 lines 50 feet ...	
162.07	12,065.60	80.00			2 lines 50 feet ...	
110.00	7,150.00	65.00			{ 1 line 50 feet; 1 line 40 feet.	
115.00	7,475.00	65.00			1 line 50 feet; 1 line 40 feet.	
102.00	6,630.00	65.00			1 line 50 feet; 1 line 40 feet.	
268.03	24,122.70	90.00	2,680.30		1 line 60 feet; 1 line 50 feet.	1 line of 60 feet cars established February 4, 1887.
138.47	12,462.30	90.00			1 line 50 feet; 2 lines 40 feet.	
87.36	4,368.00	50.00			2 lines 40 feet ...	
171.50	11,147.50	65.00			1 line 50 feet; 1 line 40 feet.	
86.21	4,310.50	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	16,524.00	30.00			1 line 45 feet ...	
542.17	12,108.50	50.00			2 lines 40 feet ...	
169.00	6,540.00	60.00			2 lines 45 feet ...	
185.00	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 ...	

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, 1886.		
			Length of route.	Pay per annum.	Pay per mile.
	KENTUCKY—continued.				
20020	Cincinnati and Chattanooga ..	Cincinnati, New Orleans and Texas Pacific Rwy.	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>
	OHIO.				
21001 Part.	Bellaire and Newark	Central Ohio R. R.	105.47	4,218.80	40.00
21002	Pittsburgh and Chicago	Pennsylvania Co.	428.20	23,410.00	50.00
21007	Elyria and Millbury	Lake Shore and Michigan Southern Rwy.	74.90	10,466.00	140.00
21010 Part.	Chicago and Newark	Baltimore and Ohio R. R.	88.79	3,551.60	40.00
21014	Columbus and Cincinnati	Pittsburgh, Cincinnati and St. Louis Rwy.	120.05	12,005.00	100.00
21015	Columbus and Indianapolis ..	Chicago, St. Louis and Pittsburgh R. R.	188.55	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	{ Wabash, St. Louis and Pacific Rwy.	{ 205.32	{ 23,855.60	{ 40.00
	{ La Fayette and Decatur		{ 122.40		{ 80.00
	{ Decatur and Quincy		{ 146.27		{ 40.00
21028	Cincinnati and Parkersburgh.	Cincinnati, Washington and Baltimore R. R.	195.15	15,612.00	80.00
21032	Columbus and Pittsburgh	Pittsburgh, Cincinnati and St. Louis Rwy.	193.75	53,281.25	275.00
21042	Cleveland and Gallion	Cleveland, Columbus, Cincinnati and Indianapolis Rwy.	{ 80.00	{ 14,230.00	{ 75.00
21042	Gallion and Indianapolis		{ 164.60		{ 50.00
21045	Toledo and Elkhart		{ 134.28		{ 25,509.40	{ 190.00
21047	Chicago, Ohio, and Chicago, Ill.	Baltimore and Ohio R. R.	271.00	10,840.00	40.00
	{ Buffalo and Cleveland	Lake Shore and Michigan Southern Rwy.	{ 183.20	{ 142,805.00	{ 320.00
	{ Cleveland and Elyria		{ 25.50		{ 355.00
	{ Elyria and Millbury		{ 79.30		{ 215.00
21005	{ Millbury and Toledo		{ 8.00		{ 355.00
	{ Toledo and Elkhart		{ 142.70		{ 140.00
	{ Elkhart and Chicago		{ 101.30		{ 330.00
	INDIANA.				
22002	Indianapolis and Terre Haute.	Terre Haute and Indianapolis R. R.	74.39	13,018.25	175.00
22003	Indianapolis and Cincinnati..	Cincinnati, Indianapolis, St. Louis and Chicago R. R.	111.40	10,026.00	90.00
22005	Indianapolis and La Fayette..	.....do.....	64.79	4,211.25	65.00
22010	Cincinnati and Indianapolis..	Ohio and Mississippi Rwy.	338.20	23,674.00	70.00
22025	Indianapolis and Terre Haute.	Indianapolis and St. Louis R. R. Cincinnati, La Fayette and Chicago R. R.	73.29	1,832.25	25.00
22029	La Fayette and Kankakee....		72.75	4,728.75	65.00
22043	Terre Haute and East Saint Louis.	Indianapolis and St. Louis Rwy.	190.13	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., Milwaukee, Wis.	Chicago and Northwestern Rwy.	85.37	2,134.25	25.00
23002	Chicago and Freeport .....	.....do.....	121.39	4,855.60	40.00
23003	Chicago, Ill., and Union Pacific Transfer (n. o.), Iowa.	.....do.....	490.14	28,288.80	.....
Part.	Chicago and Cedar Rapids....	.....do.....	216.33		65.00

for the fiscal years ending June 30, 1886, and June 30, 1887, etc.—Continued.

June 30, 1887.			Increase per annum of 1887.	Decrease per annum of 1887.	Number of lines and authorized length of cars, June 30, 1887.	Remarks.	
Length of route.	Pay per an- num.	Pay per mile.					
<i>Miles.</i> 838.20	<i>Dollars.</i> 8,455.00	<i>Dollars.</i> 25.00	<i>Dollars.</i> 8,455.00		1 line 40 feet....	Establishment of a line of 40-foot cars from December 1, 1886.	
105.47	4,218.80	40.00			1 line 50 feet....		
468.20	23,410.00	50.00			1 line 60 feet....	2 lines 60 ft.; 1 line 50 ft.	
74.90	10,486.00	140.00			1 line 50 feet....		
88.79	3,551.60	40.00			2 lines 60 feet....	3 lines 60 ft.; 1 line 40 ft.	
120.05	12,005.00	100.00			1 line 40 feet....		
188.55	32,996.25	175.00			1 line 60 feet....	Restatement of distance. One line of 60-foot cars established between Toledo and Decatur from May 28, 1887.	
204.07	5,101.75	25.00			1 line 50 feet....		
204.70	20,851.80	50.00	2,996.20		1 line 60 feet....	Decrease in distance.	
117.40		90.00			1 line 60 ft.; 1 line 50 ft.		
151.27		40.00			1 line 50 feet....		
195.15	15,612.00	80.00			2 lines 50 feet....	Decrease in distance.	
191.85	62,758.75	275.00		522.50	5 lines 60 ft.; 1 line 40 feet.		
80.00	14,230.00	75.00			3 lines 40 feet....	Decrease in distance.	
164.60		50.00			2 lines 40 feet....		
133.80		25,422.00	190.00		87.40		3 lines 60 ft.; 1 line 50 feet....
271.00	10,840.00	40.00			1 line 50 feet....	Decrease in distance.	
183.20	142,805.00	330.00			2 lines 50 ft.; 5 lines 60 feet.		
26.50		333.00			1 line 40 ft.; 2 lines 50 ft.; 5 lines 60 feet.		
79.30		215.00			1 line 40 ft.; 1 line 50 ft.; 3 lines 60 feet.		
8.00		355.60			1 line 40 ft.; 2 lines 50 ft.; 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 feet; 1 line 40 feet.	One line 40 feet discontinued from July 1, 1884. One line of 40 feet superseded by one line of 60 feet from April 1, 1887.
111.40		10,026.00	90.00			1 line 60 feet; 1 line 50 feet.	
64.79		5,831.10	90.00	1,619.75		1 line 60 feet; 1 line 50 feet.	One line 60 feet established from April 1, 1887.
338.20		23,674.00	70.00			1 line 50 feet; 1 line 45 feet.	Two lines of 50 feet reported.
73.29	1,832.25	25.00			1 line 40 feet....	One line of 60 feet established from April 1, 1887.	
72.75	6,547.50	90.00	1,818.75		1 line 60 feet; 1 line 50 feet.		
190.13	4,763.25	25.00			1 line 40 feet....	3 lines 60 feet; 1 line 40 feet.	
166.69	20,170.75	175.00					
85.37	2,134.25	25.00			1 line 40 feet....	1 line 50 feet....	
121.39	4,855.60	40.00					
490.14	28,288.80					1 line 50 feet; 1 line 40 feet.	
216.32		65.00					

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, 1886.		
			Length of route.	Pay per annum.	Pay per mile.
	ILLINOIS—continued.				
Part.	Cedar Rapids and Missouri Valley.	Chicago and Northwestern Rwy.	Miles. 251.02	Dollars.	Dollars. 50.00
Part.	Missouri Valley and Council Bluffs.	do	21.40		75.00
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.	200.00	48,645.00	
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	101.03	6,570.45	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	15,404.35	55.00
23020	Chicago and Cairo	Illinois Central R. R.	365.53	19,072.30	
Part.	Chicago and Kankakee	do	55.87		115.00
Part.	Kankakee and Centralia	do	106.23		50.00
Part.	Centralia and Cairo	do	113.43		25.00
23021	Dubuque, Iowa, and Centralia, Ill.	do	345.14	4,834.15	
Part.	Dubuque and Freeport	do	69.56		65.00
Part.	Freeport and Forreston	do	12.51		25.00
23023	Decatur and East Saint Louis.	Wabash, St. Louis and Pacific Rwy.	113.44	4,537.00	40.00
23035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy.	86.18	15,081.50	175.00
23036	Aurora and Forreston	Chicago and Iowa R. R.	81.57	2,030.25	25.00
23054	Chicago and Lanark Junction (n. o.).	Chicago, Milwaukee and St. Paul Rwy.	116.50	3,912.50	25.00
	MICHIGAN.				
24006	Detroit, Mich., and Chicago Ill.	Michigan Central R. R.	285.10	18,531.50	65.00
	WISCONSIN.				
25002	Milwaukee and La Crosse	Chicago, Milwaukee and St. Paul Rwy.	197.95	32,019.50	
Part.	Milwaukee and Portage	do	93.08		175.00
Part.	Portage and La Crosse	do	164.87		150.00
25009	Chicago, Ill., and Fort Howard, Wis.	Chicago and Northwestern Rwy.	242.70	12,216.00	
Part.	Chicago and Harvard	do	62.70		80.00
Part.	Harvard and Fort Howard	do	180.00		40.00
25010	Caledonia, Ill., and Winona Junction (n. o.), Wis.	do	189.52	7,580.80	40.00
25011	Kenosha, Wis., and Rockford, Ill.	do	72.40		
Part.	Harvard and Caledonia	do	14.80	592.00	40.00
25014	Winona, Minn., and La Crosse, Wis.	do			
Part.	Winona, Minn., and Winona Junction (n. o.), Wis.	do	29.82	1,102.80	40.00
25024	Racine, Wis., and Rock Island, Ill.	Chicago, Milwaukee and St. Paul Rwy.	197.91		
Part.	Lanark Junction (n. o.) and Savanna, Ill.	do	32.00	560.00	25.00

for the fiscal years ending June 30, 1886, and June 30, 1887, etc.—Continued.

June 30, 1887.			Increase per annum of 1887.	Decrease per annum of 1887.	Number of lines and authorized length of cars, June 30, 1887.	Remarks.
Length of routg.	Pay per annum.	Pay per mile.				
<i>Miles.</i> 251.02	<i>Dollars.</i>	<i>Dollars.</i> 50.00	<i>Dollars.</i>	<i>Dollars.</i>	2 lines 40 feet	
21.40		75.00			3 lines 40 feet	
1.40		50.00			2 lines 40 feet	
206.06	48,645.00					
37.00		265.00			4 lines 60 feet; 1 line 50 feet; 1 line 40 feet.	
126.00		240.00			4 lines 60 feet; 1 line 50 feet.	
43.00		200.00			4 lines 60 feet.	
101.09	6,570.85	65.00			1 line 50 feet; 1 line 40 feet.	
182.92	11,869.80	05.00			1 line 50 feet; 1 line 40 feet.	
281.17	22,493.80	80.00	7,029.25		2 lines 50 feet	Establishment of 1 line of 50-foot cars from February 21, 1887, in lieu of 1 line of 40-foot cars and establishment of 1 line of 50-foot cars from March 15, 1887, in lieu of 1 line of 45-foot cars.
365.53	20,460.05		1,396.75			
55.87		140.00			2 lines 40 feet; 1 line 50 feet; 1 line 60 feet.	Establishment of one line of 60-foot cars between Chicago and Kankakee in lieu of 1 line of 40-foot cars from April 1, 1887.
106.23		50.00			2 lines 40 feet	
113.43		25.00			1 line 40 feet	
345.14	4,834.15					
69.56		65.00			1 line 40 feet; 1 line 50 feet.	
12.51		25.00			1 line 40 feet	
113.44	5,672.00	50.00	1,134.40		1 line 60 feet	Establishment of 1 line of 60-foot cars in lieu of 1 line of 50-foot cars from May 28, 1887.
86.18	15,081.50	175.00			3 lines 60 feet; 1 line 40 feet.	
81.57	2,039.25	25.00			1 line 40 feet	
116.50	2,912.50	25.00			1 line 40 feet	
285.10	18,531.50	65.00			1 line 50 feet; 1 line 40 feet.	
197.95	32,019.50					
93.08		175.00			3 lines 60 feet; 1 line 40 feet.	
104.87		150.00			3 lines 60 feet	
242.70	12,216.00					
62.70		80.00			2 lines 50 feet	
180.60		40.00			1 line 50 feet	
189.52	7,580.80	40.00			1 line 50 feet	
72.40						
14.80	592.00	40.00			1 line 50 feet	
34.07						
29.82	1,192.80	40.00			1 line 50 feet	
197.91						
22.00	550.00	25.00			1 line 40 feet	

I.—Table showing the rate of pay per annum for the use of railway post-office cars

No. of route.	State and terminal.	Corporate title of company.	June 30, 1886.		
			Length of route.	Pay per annum.	Pay per mile.
MINNESOTA.					
26001/ Part	Saint Paul, Minn., and Mandan, Dak.	Northern Pacific R. R. ....	.....	.....	.....
26000 Part	Saint Paul and Breckenridge..	St. Paul, Minneapolis and Manitoba Rwy.	204.82	5,120.50	25.00
	Minneapolis and Breckenridge				
26013	Minneapolis, Minn., and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy.	142.57	21,385.50	150.00
26025	Saint Paul, Minn., and Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	270.11	6,752.75	25.00
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 St. Paul Rwy.	181.24	.....	.....
Part.	Sabula and McGregor	do	96.60	2,415.00	25.00
27014	Davenport and Union Pacific Transfer (n. o.).	Chicago, Rock Island and Pacific Rwy.	317.95	16,706.75	.....
Part.	Davenport and Iowa City ...	do	53.95	.....	65.00
Part.	Iowa City and Union Pacific Transfer (n. o.).	do	264.00	.....	50.00
27028	Savanna, Ill., and Union Pacific Transfer (n. o.).	Chicago, Milwaukee and St. Paul Rwy.	351.18	.....	.....
Part.	Savanna, Ill., and Sabula, Iowa.	do	2.74	68.50	25.00
27029	Missouri Valley and Sioux City.	Sioux City and Pacific R. R.	76.18	1,904.50	25.00
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	30,732.50	.....
Part.	Saint Louis and Kansas City.	do	283.45	.....	100.00
Part.	Kansas City, Mo., and Atchison, Kans.	do	47.75	.....	50.00
28002	Saint Louis and Bismarck ...	St. Louis, Iron Mountain and Southern Rwy.	75.28	4,893.20	65.00
28003	Saint Louis, Mo., and Vinita, Ind. T.	St. Louis and San Francisco Rwy.	360.81	.....	.....
Part.	Saint Louis and Pierce City ...	do	287.20	7,180.00	25.00
28004	Saint Louis and Kansas City..	Wabash Western Rwy.	277.20	13,860.00	50.00
28005	Quincy, Ill., and Saint Joseph, Mo.	Hannibal and St. Joseph R. R.	207.79	.....	.....
Part.	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, 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.	St. Louis and San Francisco Rwy.	243.67	6,091.75	25.00
28026	Bismarck, Mo., and Texarkana, Ark.	St. Louis, Iron Mountain and Southern Rwy.	414.20	26,923.00	65.00
KANSAS.					
Part.	Topeka, Kans., and South Pueblo, Colo.	Atchison, Topeka and Santa Fé R. R.	568.19	28,400.50	50.00
33010	Topeka, Kans., and Kansas City, Mo.	do	67.58	3,370.00	50.00
NEBRASKA.					
34001	{ Union Pacific Transfer (n. o.), Iowa, and North Platte, Nebr.	Union Pacific Rwy.	{ 293.27	{ 50,035.75	{ 75.00
	{ North Platte, Nebr., and Ogden City, Utah.		{ 740.81			{ 50.00

for the fiscal years ending June 30, 1886, and June 30, 1887, etc.—Continued.

June 30, 1887.			Increase per annum of 1887.	Decrease per annum of 1887.	Number of lines and authorized length of cars, June 30, 1887.	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>		
476.25	11,906.25	25.00	11,906.25		1 line 40 feet...	Established December 1, 1886.
216.12	5,403.00	25.00	232.50		1 line 40 feet...	R. P. O. extended from Minne- apolis to Saint Paul March 25, 1887.
142.57	21,385.50	150.00			3 lines 60 feet...	
269.65	6,741.25	25.00		11.50	1 line 40 feet...	
291.00	58,200.00	200.00			4 lines 60 feet...	
181.24						
96.60	2,415.00	25.00			1 line 40 feet...	
317.95	16,706.75					
53.95		65.00			1 line 50 feet; 1 line 40 feet.	
294.00		50.00			2 lines 40 feet...	
351.18						
2.74	68.50	25.00			1 line 40 feet...	
76.18	1,904.50	25.00			1 line 40 feet...	
6.89	172.25	25.00			1 line 40 feet...	
331.20	30,732.50					
283.45		100.00			2 lines 60 feet...	
47.75		50.00			1 line 60 feet...	
75.28	4,693.20	65.00			1 line 50 feet; 1 line 40 feet.	
860.81						
287.20	14,380.00	50.00	7,180.00		2 lines 40 feet...	Establishment of an addi- tional line of 40-foot cars from Aug. 31, 1886.
277.20	13,680.00	50.00			2 lines 40 feet...	
207.79						
171.51	11,148.15	65.00			1 line 50 feet; 1 line 40 feet.	
54.98	3,573.70	65.00			1 line 50 feet; 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...	
				6,091.75		R. P. O. discontinued from Aug. 30, 1886.
414.03	26,923.00	65.00			1 line 50 feet; 1 line 40 feet.	
569.75	45,580.00	80.00	17,170.50		2 lines 50 feet...	Increase in distance and in- crease in size of R. P. O. cars.
66.88	5,350.40	80.00	1,971.40		2 lines 50 feet...	Decrease in distance and in- crease in size of R. P. O. cars.
293.03	59,037.75	75.00	2.00		1 line 60 ft.; 1	Change in distance.
741.21		50.00			1 line 40 ft. (50 ft. reported.)		1 line 60 feet...

I.—Table showing the rate of pay per annum for the use of railway post-office cars

No. of route.	State and territor.	Corporate title of company.	June 30, 1886.		
			Length of route.	Pay per annum.	Pay per mile.
NEBRASKA—continued.					
34002	Plattsmouth and Oreopolis Junction (n. o.).	Burlington and Missouri River R. R. (in Nebr.)	Miles. 4.59	Dollars. 7,480.75	Dollars. 25.00
		Oreopolis Junction (n. o.) and Ashland.	do			147.50	50.00
34004	Ashland and Hastings	Omaha and Southwestern R. R.	16.60	415.00	25.00
Part 34009	Omaha and Oreopolis Junction (n. o.).		Hastings and Oxford	78.01	4,656.00	25.00
34029	Oxford and McCook	Republican Valley R. R.	54.12	2,652.75			25.00
	Hastings and Oxford	do	106.11		
34038	Omaha and Ashland	Omaha and North Platte R. R.			
34039	Plattsmouth and Ashland	Burlington and Missouri River R. R. (in Nebr.).			
CALIFORNIA.					
46001	San Francisco, Cal., and Ogden City, Utah.	Central Pacific R. R.	50.41	42,961.75	75.00
			783.62			50.00
Part. 46003	Roseville and Tehama	do	151.74	3,703.50	25.00
	Tehama and Redding				
46010	Lathrop and Goshen	do	146.35	3,658.75	25.00
Part. 46014	Goshen and Los Angeles	Southern Pacific R. R.	241.62	6,040.50	25.00
46023	Davisville and Tehama	Central Pacific R. R. Co. (lease Northern Rwy.).	62.23	1,555.75	25.00
46032	Port Costa and Lathrop	Central Pacific R. R. Co. (lease San Pablo R. R.)			
	Total			1,814,664.35	
	Net increase				

RECAPITULATION.

Number of lines of 40 feet cars	100
Number of lines of 45 feet cars	8
Number of lines of 50 feet cars	66
Number of lines of 55 feet cars	10
Number of lines of 60 feet cars	82
Total number of lines authorized	266

for the fiscal years ending June 30, 1886, and June 30, 1887, etc.—Continued.

June 30, 1887.			Increase per annum of 1887.	Decrease per annum of 1887.	Number of lines and authorized length of cars June 30, 1887.	Remarks.
Length of route.	Pay per annum.	Pay per mile.				
Miles.	Dollars.	Dollars.	Dollars.	Dollars.		
} 121.96	6,099.00	50.00	.....	1,390.75	2 lines 40 feet.	Route curtailed and decrease in R. P. O.
				415.00		
} 131.96	6,599.00	50.00	1,943.00	.....	2 lines 40 feet	R. P. O. cars discontinued January 4, 1887. Increase in R. P. O.
				2,652.75		
31.20	780.00	25.00	780.00	.....	1 line 40 feet	R. P. O. discontinued May 21, 1887. Established January 5, 1887. Do.
31.37	784.25	25.00	784.25	.....	1 line 40 feet	
45.40	} 42,843.50	} 75.00	}	118.25	} 1 line 55 feet ... 1 line 40 feet (55 feet reported). 1 line 55 feet ...	} One line 55 feet, and 1 line 40 feet, between San Francisco and Port Costa, and between Sacramento and Davisville; 1 line 55 feet residue. Decrease in distance.
788.77						
46.74	1,168.50	25.00	.....	2,625.00	1 line 40 feet (55 feet reported).	Decrease in R. P. O.
146.89	3,659.75	25.00	1.00	.....	1 line 40 feet (55 feet reported).	Increase in distance.
242.78	6,069.50	25.00	29.00	.....	1 line 40 feet (55 feet reported).	Increase in distance.
111.64	2,791.00	25.00	2,791.00	.....	1 line 40 feet (55 feet reported).	Established July 1, 1886.
62.23	1,555.75	25.00	.....	.....	1 line 40 feet (55 feet reported).	
1,881,580.50			80,831.05	13,914.90		
1,814,664.35			.....	13,914.90		
66,916.15			.....	66,916.15		

K.—Statement of expenditures on account of special facilities for the fiscal year ended June 30, 1887, out of \$291,000 appropriated by act approved June 30, 1886.

Number of route.	Termini.	Railroad company.	Miles.	Pay.
5005.....	New York to Springfield.....	New York, New Haven and Hartford.	136.00	\$17,647.06
6011.....	4.25 a. m. train, between New York and Albany.	New York Central and Hudson River.	144.00	25,000.00
10006.....	Baltimore to Hagerstown.....	Western Maryland.....	86.60	15,804.50
10001.....	Philadelphia—Bay View.....	Philadelphia, Wilmington and Baltimore.	91.80	20,000.00
10013, 11001 (part)	Bay View to Quantico.....	Baltimore and Potomac.....	79.80	21,900.00
11001 (part).....	Quantico to Richmond.....	Richmond, Fredericksburgh and Potomac.	81.50	17,419.26
11008.....	Richmond to Petersburg.....	Richmond and Petersburg.....	23.39	4,268.67
11009.....	Petersburgh to Weldon.....	Petersburgh.....	64.00	11,680.00
13002.....	Weldon to Wilmington.....	Wilmington and Weldon.....	162.07	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
16018.....	Jacksonville to Sanford.....	Jacksonville, Tampa and Key West.	126.18	17,602.10
16007.....	Sanford to Tampa.....	South Florida.....	116.39	16,265.49
Total				285,586.10

L.—Statement showing miles of railroad mail service ordered from July 1, 1885, to June 30, 1887.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
25	Maine	Hartland and Pittsfield.	New	Sebasticock and Moosehead R. R.	8.58	Jan. 24, 1887
3023	New Hampshire.	None.	Ext.	Fitchburg R. R.	3.88	Oct. 25, 1886
5099	Massachusetts.	New Canaan and Stamford	New	New York, New Haven and Hartford R. R.	8.25	Feb. 21, 1887
6062	Connecticut	New York and Mariner's Harbor	do	Staten Island Rapid Transit R. R.	9.78	July 1, 1886
6068	New York.	Silver Lake Junction (n. o.) and Silver Springs	Ext.	do	1.33	July 1, 1886
6097	do	New City and Nantux Junction (n. o.)	New	Buffalo, Rochester and Pittsburgh R. R.	1.14	Aug. 9, 1886
6104	do	Lyon Mountain and Loon Lake	do	New Jersey and New York R. R.	4.59	Sept. 1, 1886
6132	do	Hatfield and Norwood	do	Chatsaugay R. R.	23.23	Mar. 14, 1887
6133	do	Harrisville and Carriage	do	Rome, Watertown and Ogdensburgh R. R.	13.54	Mar. 14, 1887
6044	do	Mincola and Lovest Valley	Ext.	Carriage and Adirondack Rwy	21.71	Mar. 28, 1887
7058	New Jersey	Beach Haven and Manahawkin	New	Long Island R. R.	0.91	Mar. 27, 1887
8129	Pennsylvania	Barnegat City and Barnegat City Junction (n. o.)	do	do	12.03	June 6, 1887
8142	do	Fall Brook and Blossburgh.	do	do	8.94	June 13, 1887
8110	do	Catawissa Junction (n. o.) and Somestown—Nordmont	Ext.	do	1.04	July 1, 1886
8128	do	Portland and Vernon	do	do	7.64	Aug. 2, 1886
8125	do	Troyon and Mahaffey	New	do	4.68	Feb. 14, 1887
8106	do	Turbotville and Watsonville.	Ext.	do	5.42	Feb. 14, 1887
8059	do	Lebanon and Tower City	New	do	0.69	Oct. 20, 1886
8107	do	Keating and Karthaus	do	do	16.05	Mar. 14, 1887
8088	do	None.	Ext.	do	0.34	Jan. 1, 1886
10022	Delaware	Baltimore and Curtis Bay	Term. dist.	do	22.17	June 6, 1887
11031	Maryland	Clarymont and Waverly Station—Hicksford	New	do	0.05	Mar. 27, 1887
11020	Virginia	Suffolk, Va., and Sumbury, N. C.	Ext.	Baltimore and Ohio R. R.	9.55	Aug. 2, 1886
11030	do	Pulaski City and Foster Falls	New	Atlantic and Danville R. R.	37.22	Sept. 13, 1886
12013	West Virginia	Wheeling and Parkersburgh—Point Pleasant	New	Suffolk and Carolina R. R.	25.00	Apr. 25, 1887
13010	North Carolina	Warren Plains and Warronton	Ext.	Norfolk and Western R. R.	23.95	June 20, 1887
13027	do	Resting distance	New	Ohio River R. R.	79.02	Mar. 7, 1887
13027	do	Wilson and Fayetteville	New	Warrenton R. R.	3.13	Aug. 24, 1886
13008	do	Charlotte and Shelby—Rutherfordton	New	Western North Carolina R. R.	6.10	Mar. 15, 1886
13024	do	Chadbourn and Mount Tabor—Lothris, S. C.	Ext.	Winnington and Weldon R. R.	74.02	Dec. 1, 1886
13024	do	Rocky Mount and Nashville	do	Carolina Central R. R.	27.28	Feb. 16, 1887
13028	do	Monrovia and Pittsborough	do	Winnington, Chadbourn and Conwayboro R. R.	7.00	Mar. 14, 1887
13011	do	Beaufortville, S. C., and Greensborough, N. C.—Walnut Cove	New	do	10.72	May 2, 1887
14011	South Carolina	Spartanburgh and Henderson—Asheville	Ext.	Pittsborough R. R.	12.31	May 16, 1887
14023	do	McCormick and Anderson	do	Cape Fear and Yadkin Valley R. R.	23.43	June 13, 1887
14024	do	Laurens and Greenville.	New	Asheville and Spartanburgh R. R.	21.52	Sept. 1, 1886
			do	Savannah Valley R. R.	39.00	Oct. 5, 1886
			do	Greenville and Laurens R. R.	36.85	Oct. 18, 1886

L.—Statement showing miles of railroad mail service ordered from July 1, 1885, to June 30, 1887—Continued.

No. of route	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
1422	South Carolina	Vance's Ferry and Rumpelton—Ellores.	Ext.	Entawville R. R.	10.10	Dec. 15, 1886
1425	do	Green Pond and Waterborough.	New	Green Pond, Waterborough and Branchville Rwy.	12.37	Apr. 18, 1887
1530	Georgia	Marietta and Elbijay—Murphy, N. C.	Ext.	Marietta and North Georgia R. R.	41.27	Feb. 16, 1887
1548	do	Augusta and Gibson—Sandersville	do	Augusta, Gibson and Sandersville R. R.	29.69	Mar. 7, 1887
1561	do	Columbus and Shiloh	New	Georgia Midland and Gulf R. R.	33.20	Mar. 14, 1887
1562	do	Macon and Monticello	do	Crescent and Macon R. R.	45.45	May 15, 1887
1565	do	Midville and Swainsborough	do	Midville and Swainsborough R. R., Owens and operated by Jesse Thompson & Co.	18.42	May 2, 1887
1603	Florida	Bartow and Cleveland	do	Florida Southern Rwy.	69.13	July 1, 1886
1609	do	Wildwood and Panasoffee—Massacre	Ext.	Florida Rwy. and Navigation Co.	9.90	Aug. 16, 1886
1627	do	Saint Augustine and Palatka	New	St. Augustine and Palatka Rwy.	26.71	Aug. 23, 1886
1624	do	Pemberton and Lakeland—Bartow	Ext.	South Florida R. R.	13.96	Sept. 6, 1886
1626	do	Bartow and Cleveand—Trabue	do	Florida Southern Rwy.	6.17	Nov. 22, 1886
1619	do	Embrace—Sumterville, Fla.	do	Florida Rwy. and Navigation Co.	2.07	Jan. 1, 1887
1628	do	Sanford and Tavara	New	Sanford and Lake Eustis R. R.	29.65	Feb. 16, 1887
1629	do	Monroe (n. o.) and Oakland	do	Orange Belt Rwy.	84.50	Feb. 14, 1887
1603	do	Jacksonville and Pablo Beach	do	Jacksonville and Atlantic R. R.	17.48	Feb. 14, 1887
1610	do	Sanford and Oviedo—Lake Charm	Ext.	Sanford and Indian River R. R.	1.42	Mar. 14, 1887
1631	do	Palatka and Daytona	New	St. John's and Halifax R. R.	54.15	Mar. 7, 1887
1604	do	Jacksonville, Tampa and Key West—Junc. (n. o.), and Smyrna.	do	Blue Springs, Orange City and Atlantic Rwy.	23.09	May 23, 1887
1723	Alabama	Woodstock and Blocton	do	Cahaba Coal Mining Co.'s R. R.	8.67	July 1, 1886
1721	do	Shelby Iron Works and Junction Station (n. o.)	do	Shelby Iron Co.'s R. R.	6.00	Aug. 9, 1886
1727	do	Montgomery and Ada—Aragua	Ext.	Montgomery Southern Rwy.	12.50	Mar. 21, 1887
1729	do	Aniston and Sycamore—Sylacauga	do	Aniston and Atlantic R. R.	7.84	May 16, 1887
1808	Mississippi	Middletown and Ripley—Cotton Plant	do	Ship Island, Ripley and Kentucky R. R.	11.23	Nov. 25, 1886
1809	do	Lexington and Aberdeen—Tchula	Ext.	Illinois Central R. R.	14.25	Dec. 1, 1886
1818	do	Vazoo City and Greenwood	do	do	52.65	Jan. 20, 1887
1821	do	Memphis and Holly Springs—New Albany.	do	Memphis, Birmingham and Atlantic R. R.	33.24	Feb. 28, 1887
1822	do	Nibizeck Junction (n. o.) and Glen Alban	New	Louisville, New Orleans and Texas Rwy.	34.01	Mar. 9, 1887
1826	do	Glendale (n. o.) and Lula	do	Mobile and Northwestern L. R.	8.30	May 7, 1887
1821	do	Memphis and New Albany—Tupelo	Ext.	Kansas City, Memphis and Birmingham R. R.	25.88	May 30, 1887
1805	do	Columbus and York—Cedarburg	do	Georgia Pacific Rwy.	38.86	June 6, 1887
1808	do	Glendale (n. o.) and Lula—Jonestown.	do	Mobile and Northwestern R. R.	10.48	June 13, 1887
1809	do	Restate route.	do	Illinois Central R. R.	0.13	Apr. 1, 1887
18016	Tennessee	Dickson and Centerville—Etwa	Ext.	Nashville and Tusculoussa R. R.	9.69	Feb. 1, 1887
1824	do	Clarksville, Tenn., and Newstadt, Ky.	New	Indiana, Alabama and Texas R. R.	29.70	Mar. 14, 1887
20034	Kentucky	Henderson and Morgantown—Commercial Point	Ext.	Ohio Valley Rwy.	20.53	Feb. 14, 1887
20034	do	Henderson and Commercial Point—Marion.	do	do	19.31	June 13, 1887
21099	Ohio	Adelphi and Kingston	New	Cincinnati, Hocking Valley and Huntington Rwy.	11.17	Aug. 19, 1886
21096	do	Marietta and Big Run—Amesville	Ext.	Marietta Mineral Rwy.	7.31	Nov. 2, 1886
21100	do	Zanesville and McConnellsville	New	Zanesville and Ohio River Rwy.	28.50	Mar. 14, 1887
21075	do	Cecil and West Manchester—West Alexandria.	Ext.	Cincinnati, Jackson and Mackinaw R. R.	13.67	Apr. 18, 1887

22028	Indiana	Washington and Evansville—Worthington	do	Evansville and Indianapolis R. R.	40 60	Aug. 2, 1886
22031	do	Attico and Yoldo—Brazil	New	Chicago and Indiana Coal Rwy.	42 10	Sept. 15, 1886
22036	Illinois	Chicago, Ill., and Schleichersville, Wis.	do	Wisconsin and Minnesota R. R. Co., Jesseneo	122 05	Aug. 25, 1886
22026	do	Effingham and Merone Station (n. o.)	do	Chicago, Wisconsin and Minnesota R. R.	58 46	Sept. 1, 1886
22074	do	Rock Falls and Shabbona—Storling	Ext.	Indiana and Illinois Southern R. R.	0 68	Sept. 24, 1886
22078	do	Oregon, Ill., and Saint Paul, Minn.	New	Chicago, Burlington and Quincy R. R.	333 88	Mar. 14, 1887
22060	do	Greenfield and Kampsville—Barnett	Ext.	Chicago, Burlington and Quincy R. R.	23 07	Mar. 21, 1887
22049	do	Peoria and Galesburgh—Rio	do	Litchfield, Carrollton and Western R. R.	19 87	Mar. 29, 1887
22040	do	Savanna and Fulton	New	Chicago, Burlington and Quincy R. R.	18 50	Mar. 26, 1887
22081	do	Galewood (n. o.) and Dunning	do	Chicago, Burlington and Quincy R. R.	2 80	May 10, 1887
22082	do	Galena and Galena Junction (n. o.)	do	Chicago, Milwaukee and St. Paul Rwy.	3 79	May 30, 1887
24054	Michigan	East Saginaw and Bay Port—Bad Axe	Ext.	Chicago, Burlington and Northern R. R.	21 28	Aug. 25, 1886
24068	do	Hancock and Red Jacket	New	Hancock and Calumet R. R.	14 74	Sept. 10, 1886
24069	do	Junction (n. o.) and Lake Linden	do	do	8 23	Sept. 10, 1886
24041	do	Alma and Lakeview—Howard City	Ext.	Detroit, Lansing and Northern R. R.	10 12	Oct. 15, 1886
24085	do	Saint Louis and Mount Pleasant	do	Toledo, Ann Arbor and North Michigan Rwy.	78 85	Feb. 21, 1887
24055	do	Grand Rapids and Muskegon	New	Muskegon, Grand Rapids and Indiana R. R.	39 50	Apr. 25, 1886
24054	Wisconsin	Winona and Winona Junction (n. o.)—La Crosse	Ext.	Chicago and Northwestern Rwy.	4 25	Nov. 1, 1886
25016	do	Milwaukee and Pike—Iron Mountain, Mich.	do	Milwaukee and Northern and Wisconsin and Michigan R. R.s.	23 83	Dec. 1, 1886
25064	do	Janesville and Evansville	New	Chicago and Northwestern Rwy.	16 75	May 2, 1887
25065	do	Dexterville and Hogan	do	Wisconsin, Pittsville and Superior Rwy., sees Milwaukee, Dexterville and Northern Rwy.	15 72	June 6, 1887
26021	Minnesota	Minneapolis, Minn., and Angus, Iowa—Minneapolis and Saint Paul	Ext.	Minneapolis and St. Louis Rwy.	11 87	Sept. 10, 1886
26010	do	Hastings, Minn., and Epwleth, Dak.—Bowdle, Dak.	do	Chicago, Milwaukee and St. Paul Rwy.	30 54	Dec. 1, 1886
26056	do	Glencoe and Hutchinson	New	do	14 24	Dec. 1, 1886
26054	do	Two Harbors and Tower—Two Harbors to Duluth	Ext.	Duluth and Iron Range R. R.	27 40	Jan. 10, 1887
24037	do	Saint Cloud and Wilmar	New	St. Paul, Minneapolis and Manitoba Rwy.	58 68	Feb. 21, 1887
26058	do	Minneapolis, Minn., and Fairmont, Dak.	do	Minneapolis and Pacific Rwy.	192 61	Mar. 7, 1887
26059	do	Elk River and Melara	do	St. Paul, Minneapolis and Manitoba Rwy.	33 12	Apr. 25, 1887
26060	do	Hutchinson Junction (n. o.) and Hutchinson	do	do	83 40	June 15, 1887
27084	Iowa	Waverly Junction (n. o.) and Waverly	do	Burlington, Cedar Rapids and Northern Rwy.	6 01	Oct. 20, 1886
27088	do	Elkhorn Junction (n. o.) and Waverly	Ext.	Chicago, Iowa and Dakota Rwy.	5 27	Nov. 15, 1886
27078	do	Webster City and Lehigh	New	Webster City and Southwestern R. R.	17 83	Nov. 25, 1886
27023	do	Beulah and Header	Ext.	Chicago, Milwaukee and St. Paul Rwy.	2 53	Nov. 25, 1886
27038	do	Maple River and Mapleton—Onawa	do	Chicago, Milwaukee and St. Paul Rwy.	21 89	Jan. 12, 1887
27065	do	Hayfield, Minn., and Dubuque, Iowa	do	Chicago, Milwaukee and St. Paul Rwy.	2 83	Jan. 12, 1887
27066	do	Jewell and Lake City—Wall Lake Junction (n. o.)	New	Minnesota and Northwestern Rwy.	172 83	Feb. 16, 1887
27074	do	Ellsworth, Minn., and Sioux Falls, Dak.	New	Chicago and Northwestern Rwy.	14 96	Feb. 23, 1887
27077	do	Red Oak and Eastport—Nebraska City	Ext.	Burlington, Cedar Rapids and Northern Rwy.	42 10	Mar. 14, 1887
27086	do	Spencer and Spirit Lake	New	Chicago, Burlington and Quincy R. R.	2 95	Feb. 23, 1887
27087	do	Mason City and Fort Dodge	do	Chicago, Milwaukee and St. Paul Rwy.	21 90	May 10, 1887
27084	do	Port Madison and Birmingham—Collett	Ext.	Mason City and Fort Dodge R. R.	73 05	June 6, 1887
28015	Missouri	Koosuk and Humeston, Iowa—Van Wert, Iowa	do	Port Madison and Northwestern Rwy.	3 44	May 30, 1887
28138	do	Nevada, Mo., and Chicago, Kans.	New	Koosuk and Western R. R.	17 58	Oct. 7, 1886
29008	Arkansas	Briekley and Newport—Jacksonport	Ext.	Nevada and Minden Rwy.	77 18	Oct. 15, 1887
29009	do	Adding to terminal distance at Nashville.	do	Batesville and Brinkley R. R.	3 51	Jan. 17, 1887
29019	Louisiana	Fort Smith and Jensen	New	Arkansas and Louisiana Rwy.	0 47	Dec. 11, 1886
		None.	do	St. Louis and San Francisco	13 97	May 2, 1887

L.—Statement showing miles of railroad mail service ordered from July 1, 1886, to June 30, 1887—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
31083	Texas	San Antonio and Floresville—Beoville.	Ext.	San Antonio and Arkansas Pass Rwy.	64.11	July 1, 1886
31094	do	Tropico and Coleman Junction (n. o.)—Ballinger.	do	Gulf Colorado and Santa Fé Rwy.	37.48	Aug. 16, 1886
31051	do	Coleman Junction (n. o.) and Coleman.	Reopened.	do	6.25	Aug. 16, 1886
31052	do	Fort Worth and Waxahachie.	New.	Fort Worth and New Orleans R. R.	41.88	Oct. 18, 1886
31053	do	Dallas and Fortsmessville.	do	Gulf Colorado and Santa Fé Rwy.	38.41	Oct. 20, 1886
31037	do	Fort Worth and Harold—Vernon.	Ext.	Fort Worth and Denver City Rwy.	18.23	Nov. 1, 1886
31033	do	San Antonio and Beaville—Corpus Christi.	do	San Antonio and Arkansas Pass Rwy.	56.39	Jan. 17, 1887
31053	do	Extension to San Antonio—Tex.	do	do	2.06	Jan. 24, 1887
31054	do	Dallas and Farmersville—Honey Grove.	do	Gulf Colorado and Santa Fé Rwy.	42.80	Feb. 16, 1887
31054	do	Fort Worth and Gainesville.	do	do	61.90	Feb. 14, 1887
31055	do	Greenville and Dallas.	New.	do	54.64	Mar. 1, 1887
31048	do	Greenville and Easton—Tatum.	do	Dallas and Greenville Rwy.	8.47	Jan. 24, 1887
31055	do	Taylor and Eastrop.	Ext.	Galveston, Sabine and St. Louis Rwy.	35.38	Mar. 7, 1887
31057	do	Kenedy Junction (n. o.)—Custo.	New.	Taylor, Batrop and Houston Rwy.	49.65	Mar. 14, 1887
31058	do	Fort Worth and Vernon—Quannah.	Ext.	San Antonio and Arkansas Pass Rwy.	27.85	Mar. 21, 1887
31058	do	San Antonio and Boerne—Quannah.	New.	Fort Worth and Denver City Rwy.	34.86	Apr. 18, 1887
31057	do	Kennedy and Cervo—Hallettsville.	Ext.	San Antonio and Arkansas Pass Rwy.	35.95	June 20, 1887
Indian Territory.						
33049	Kansas	Beaumont and Winfield—Arkansas City.	Ext.	St. Louis and San Francisco Rwy.	14.63	July 1, 1886
33051	do	Wichita and Mount Hope.	do	Wichita and Colorado Rwy.	25.28	July 1, 1886
33052	do	Cornell Grove and Jones—Bodge, Kans.	do	do	22.70	July 1, 1886
33052	do	Hutchinson and Saint John.	New.	Topeka, Salina and Western Rwy.	48.45	Aug. 10, 1886
33054	do	Independence and Randolph.	do	Chicago, Kansas and Western R. R.	17.73	Aug. 10, 1886
33051	do	Manhattan and Randolph.	do	do	23.37	Aug. 10, 1886
33050	do	Wichita and Mount Hope—Havana.	Ext.	Manhattan and Blue Valley Rwy.	6.00	Aug. 15, 1886
33055	do	Cornell Grove and Chiro—Salina.	do	Wichita and Colorado Rwy.	13.72	Aug. 15, 1886
33055	do	Quinn and Osage City.	New.	Topeka, Salina and Western Rwy.	20.69	Aug. 15, 1886
33052	do	Chetopa and Coffeyville.	do	Chicago, Kansas and Atlantic Rwy.	91.85	Sept. 1, 1886
33053	do	Hutchinson and Saint John—Kinsley.	Ext.	Denver, Memphis and Western Rwy.	35.75	Oct. 11, 1886
33051	do	Independence and Havana—Chautauqua.	do	Chicago, Kansas and Western R. R.	16.48	Oct. 20, 1886
33057	do	Wichita and Havana—Hutchinson.	do	do	15.98	Nov. 5, 1886
33054	do	Salina and Lincoln.	New.	Wichita and Colorado Rwy.	36.12	Nov. 1, 1886
33058	do	Belle Plaine and Randolph—Marysville.	Ext.	Salina, Lincoln and Western Rwy.	32.27	Dec. 1, 1886
28059	do	Great Bend and Rush Centre.	New.	Manhattan and Blue Valley Rwy.	55.40	Jan. 17, 1887
28045	do	Butler, Mo., and Kincaid, Kans.—Colony, Kans.	do	Denver, Memphis and Atlantic Rwy.	33.35	Jan. 17, 1887
33060	do	Topoka and Fort Scott.	Ext.	Chicago, Kansas and Western R. R.	12.37	Jan. 17, 1887
33050	do	Great Bend and Rush Centre—New City.	New.	St. Louis and Emporia R. R.	130.79	Feb. 16, 1887
28017	do	Florence and Donnell—Winfield.	Ext.	Kansas, Nebraska and Dakota Rwy.	92.08	Feb. 14, 1887
33061	do	Larned and Brown's Grove.	do	Chicago, Kansas and Santa Fé R. R.	20.41	Feb. 21, 1887
33062	do	Kingman and Cullison.	New.	Chicago, Kansas and Santa Fé R. R.	24.12	Feb. 21, 1887
28063	do	Le Roy and Independence.	do	Kiowa, Pratt and Western R. R.	64.62	Feb. 21, 1887
33064	do	Howard and Medicine.	do	Vredvillia Valley, Independence and Western Rwy.	68.82	Feb. 21, 1887
33064	do	do	do	Kansas City, Emporia and Southern Rwy.	8.76	Feb. 21, 1887

33056	do	Chicago and Coffeyville—Cedar Vale	Ext.	Dever, Memphis and Atlantic Rwy	57.30	Feb. 21, 1887
33055	do	Little River and Hollywood	New	Chicago, Kansas and Western R. R.	27.15	Feb. 21, 1887
33055	do	Chanute and Longton	do	do	45.13	Feb. 21, 1887
33049	do	Beaman and Arkansas City—Caldwell	Ext.	St. Louis and San Francisco Rwy	34.09	Feb. 21, 1887
33047	do	El Dorado and Newton—McPherson	do	St. Louis, Fort Scott and Wichita R. R.	28.86	Feb. 28, 1887
33057	do	Ottawa and Council Grove	New	Council Grove, Scott City and Ottawa Rwy	71.34	Mar. 14, 1887
33058	do	Mulvane and Spivey	do	Chicago, Kansas and Western R. R.	51.67	Mar. 24, 1887
33053	do	Independence and Chautauque—Cedar Vale	Ext.	do	21.91	Apr. 25, 1887
33050	do	Benedict and Coyville	New	do	10.99	Apr. 25, 1887
33077	do	Salina and McCracken	do	Kansas and Colorado R. R.	126.25	May 9, 1887
33077	do	Holsung Station (n. o.) and Great Bend	do	do	10.34	May 9, 1887
33047	do	Beaman and Caldwell—Bluff	Ext.	St. Louis and San Francisco Rwy	14.53	June 1, 1887
33075	do	Butler and Colony—Le Roy	do	Chicago, Kansas and Western R. R.	15.60	June 6, 1887
33073	do	Colony and Neosho Falls	New	St. Louis, Fort Scott and Wichita R. R.	12.17	June 6, 1887
33073	do	Anthony and Kiowa	do	Salina, Sterling and El Paso Rwy	30.43	June 20, 1887
33073	do	Antelhorst and Genesee	do	Dever, Memphis and Atlantic Rwy	41.84	June 20, 1887
33058	do	Belle Plaine and Kingman—Stafford, Kans.	Ext.	Dever, Memphis and Atlantic Rwy	36.50	July 5, 1886
33010	do	Fremont and Buffalo Gap—Rapid City	New	Burlington and Missouri Valley R. R.	48.83	July 5, 1886
34034	do	Saint Paul and Boiling—Long City	do	Fremont, Elkhorn and Missouri Valley R. R.	20.72	Aug. 10, 1876
34033	do	Chadron, Neb., and Lusk, Wyo.	New	Burlington and Missouri Valley R. R.	17.22	Aug. 10, 1876
34033	do	Grand Island and North Loup—Oret, Nebr.	Ext.	Omaha and Republican Valley R. R.	25.62	Sept. 1, 1886
34037	do	Grand Island and Broken Bow	Ext.	Fremont, Elkhorn and Missouri Valley R. R.	55.96	Sept. 1, 1886
34037	do	Fremont and Lincoln	New	do	12.07	Nov. 1, 1876
34038	do	Omaha and A Island	do	Omaha and Republican Valley R. R.	80.44	Nov. 14, 1878
34038	do	Grand Island and Broken Bow—Anselmo	do	Grand Island and Wyoming Central R. R.	52.97	Nov. 17, 1887
34038	do	Dawitt and Tobias—Superior	do	Fremont, Elkhorn and Missouri Valley R. R.	31.50	Jan. 5, 1887
34020	do	Wayne and Lincoln	Ext.	Omaha and North Platte R. R.	19.39	Feb. 10, 1887
34040	do	Seeping Water and Lincoln	do	Grand Island and Wyoming Central R. R.	61.19	Feb. 15, 1887
34040	do	Sayre and Lindsay	New	Nebraska and Colorado R. R.	35.11	Feb. 14, 1887
34042	do	Wayne and Curtis	do	Missouri Pacific Rwy	64.11	Feb. 14, 1887
34012	do	Elgar and Hebron	do	Nebraska and Colorado R. R.	44.82	Feb. 14, 1887
34012	do	Elmore and Hebron	Ext.	do	81.11	Feb. 21, 1887
34014	do	Aurora and Hastings	New	Burlington and Missouri River R. R. (in Nebr.)	19.23	Feb. 21, 1887
35001	Dakota	Souix City and Scotland—Mitchell	do	Chicago, Milwaukee and St. Paul Rwy	29.84	Mar. 7, 1887
35021	do	Redwood and Fairton	New	Chicago and Northwestern Rwy	55.79	Jan. 17, 1877
35021	do	Depp and Armore, Dak.	Ext.	Chicago and Northwestern Rwy	47.76	Feb. 10, 1887
35021	do	Depp and Armore, Dak.	New	do	32.61	Feb. 10, 1887
35021	do	Depp and Armore, Dak.	do	Chicago, Milwaukee and St. Paul Rwy	39.90	Feb. 14, 1887
35020	do	Depp's Lake and Townier	do	Chicago, Milwaukee and St. Paul Rwy	20.23	Mar. 7, 1887
35020	do	Tintah Junction (n. o.), Minn., and Aberdeen, Dak.	do	St. Paul, Minneapolis and Manitoba Rwy	70.34	Apr. 25, 1887
35027	do	Valley Junction (n. o.) and Oakes, Dak.	Ext.	do	41.84	May 14, 1887
35025	do	do	New	do	116.31	June 13, 1887
	Montana Ter	do	do	James River Valley R. R.	15.21	June 20, 1887
	Colorado	do	do	do	do	do
36011	New Mexico	Espanola and Santa Fé	New	Texas, Santa Fé and Northern R. R.	88.86	Feb. 21, 1887
40001	Arizona	Phoenix and Prescott	do	Arizona and New Mexico Rwy	71.51	Apr. 18, 1887
	Ill.	do	do	Prescott and Arizona Central Rwy	74.68	Apr. 25, 1887
	do	do	do	do	do	do
43007	Washington	Keaton and Black Diamond	New	Columbia and Puget Sound R. R.	18.50	July 1, 1886
43014	do	Starbuck and Pomeroy	do	Oregon Rwy. and Navigation Co.	29.53	Sept. 1, 1886

L.—Statement showing miles of railroad mail service ordered from July 1, 1886, to June 30, 1887—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
43011	Washington	Pasco and North Yakima—Ellensburg.	Ext.	Northern Pacific R. R.	37.19	Sept. 1, 1886
43011	do	Pasco and Ellensburg—Cle Elum.	do	do	24.80	May 2, 1887
43015	do	Marshall and Rosalia.	New	Spokane and Palouse Rwy.	27.18	May 21, 1887
44006	Oregon	Corvallis and Yacquina. Ext. Corvallis to Albany.	Ext.	Oregon Pacific R. R.	12.45	May 2, 1887
45002	Nevada	Palmdale and Eureka.	do	Eureka and Palisade R. R.	108	Mar. 20, 1887
46048	California	Colusa and Colusa Junction.	New	Colusa R. R.	9.61	July 1, 1886
46049	do	Campbell and New Almaden.	do	South Pacific Coast R. R.	12.86	July 12, 1886
46053	do	Roseville and Bayles—Upper Soda Springs Station (n. o.)	Ext.	Central Pacific R. R.	26.27	Dec. 15, 1886
46046	do	Citrus (n. o.) and Riverside.	New	California Southern R. R.	3.79	Jan. 2, 1887
46050	do	Los Angeles and Pasadena—Duarte.	Ext.	Los Angeles and San Gabriel Valley R. R.	12.03	Mar. 7, 1887
46050	do	Soledad and Templeton Station (n. o.)	New	Southern Pacific R. R.	78.78	Mar. 14, 1887
46003	do	Roseville and Upper Soda Springs Station (n. o.)—Edgewood	Ext.	Central Pacific R. R.	30.90	Mar. 21, 1887
46038	do	Roseville and Edgewood—Henley	do	do	39.00	May 16, 1887
46038	do	Goshen and Lemoore—Haron.	do	Southern Pacific R. R.	19.10	May 16, 1887
46048	do	Colusa and Colusa Junction—Sites.	do	Colusa R. R.	12.31	June 6, 1887

M.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from 1836 to June 30, 1887.

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>	<i>Miles.</i>
June 30, 1836		*1,878,296			
June 30, 1837	974	*1,793,024	*8307,444		
June 30, 1838		*2,356,852	*494,123		
June 30, 1839		*3,396,055	*520,662		
June 30, 1840		*3,889,033	*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	*739,687		
Nov. 4, 1843	3,714	(*)	531,752	623	
June 30, 1844		*5,747,355	*802,006		
June 30, 1845		*6,484,592	*843,430		
Oct. 31, 1845	4,092	(*)	587,769		
June 30, 1846		*7,781,828	*870,570		
Nov. 1, 1846	4,402		587,769	310	
June 30, 1847		4,170,403	597,475		
Nov. 1, 1847	4,735		597,475	333	
June 30, 1848		4,327,400	584,192		
Oct. 1, 1848	4,957		587,204	292	
June 30, 1849	5,497	4,861,177	635,740	540	
June 30, 1850	6,886	6,324,598	818,227	1,389	
June 30, 1851	8,255	*8,364,603	985,019	1,309	
June 30, 1852	10,146	11,082,768	1,275,620	1,891	
June 30, 1853	12,415	12,986,765	1,661,329	2,269	
June 30, 1854	14,440	15,433,339	1,758,610	2,025	
June 30, 1855	18,333	19,202,469	2,073,089	3,893	
June 30, 1856	20,323	21,809,296	2,310,389	1,900	
June 30, 1857	22,530	24,267,944	2,559,847	2,207	
June 30, 1858	24,431	25,763,452	2,828,301	1,901	
June 30, 1859	26,010	27,268,884	3,243,974	1,570	
June 30, 1860	27,129	27,653,749	3,349,663	1,119	
May 31, 1861	16,886	15,701,093	1978,910		6,886
June 30, 1861	22,618	23,116,823	2,543,703	1,775	
June 30, 1862	21,338	22,777,219	2,498,115		689
June 30, 1863	22,152	22,871,558	2,538,517		814
June 30, 1864	22,610	23,301,042	2,567,044	464	
June 30, 1865	23,491	24,087,568	2,707,431	785	
June 30, 1866	32,692	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	2,603	
June 30, 1869	39,537	41,399,284	4,723,680	3,519	
June 30, 1870	43,727	47,531,970	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	7,257,196	5,346	
June 30, 1874	67,734	72,460,545	9,113,190	4,277	
June 30, 1875	70,082	75,154,910	9,216,518	2,349	
June 30, 1876	72,348	77,741,172	9,543,134	2,265	
June 30, 1877	74,546	85,358,710	9,053,936	2,198	
June 30, 1878	77,129	92,129,395	9,566,595	2,574	
June 30, 1879	79,991	93,092,092	9,567,590	2,871	
June 30, 1880	85,320	96,497,463	10,498,986	5,329	
June 30, 1881	91,569	103,521,229	11,613,368	6,249	
June 30, 1882	100,563	113,993,318	12,753,184	8,994	
June 30, 1883	110,298	129,198,611	13,887,809	9,645	
June 30, 1884	117,160	142,541,392	15,012,603	6,952	
June 30, 1885	121,632	151,910,845	16,627,983	3,872	
June 30, 1886	123,933	165,699,389	17,336,512	2,901	
June 30, 1887	130,949	169,689,866	18,056,272	7,016	

* Railroad and steam-boat 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, 1876.
 ¶ Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

N.—Statement of all contracts made, or in operation, for mail-bags, mail catchers, mail-bag tags, mail-bag label-cases, use of patents, and mail locks and keys during the fiscal year ending June 30, 1887.

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.	Size No. 5.
Cotton-canvas mail-sacks*	John Boyle	New York, N. Y.	Four years from April 1, 1885.	\$0.95	\$0.80	\$0.71	\$0.23		
Registered foreign mail-sacks*	do	do	do	.77	.43	.23	.19		
Gate-canvas mail-sacks*	Lewis S. Samuel	do	do		.48	.23	.12		
Leather horse mail-bags*	Verkins, Campbell & Co	Cincinnati, Ohio	do	5.35	4.50	3.70	3.70		
Through mail-pouches*	John E. Quinn	Toledo, Ohio	do		5.29	4.00	\$2.98	\$2.24	
Leather mail-pouches*	Francis H. Smith	New York, N. Y.	do		5.84				
Through registered mail-pouches*	John Boyle	do	do		1.26	.83	.67	.49	
Inner registered mail-sacks*	do	do	do						\$3.41
Plain mail-sacks*	Lewis S. Samuel	do	do						64
Printed wooden tags (wide)†	W. E. Sebrer	Washington, D. C.	do						007
Printed wooden tags (narrow)†	do	do	One year from January 1, 1887.						007
Mail-bag label-cases (iron)†	Chas. J. Penfield	Rochester, N. Y.	do						64,766
Mail-bag label cases (brass)†	do	do	do						12,166
Mail bag catchers†	Taylor & Beggis Foundry Company.	Cleveland, Ohio.	do						3.20
Baskets for catchers*	do	do	do						20
Mail-bag cord-fasteners and label-holders†	The Smith & Egge Manufacturing Company.	Bridgeport, Conn.	do						.087
Use of patent.....	D. K. Nicksa, F. Hodges, and A. L. Pitney.	Washington, D. C.	Determinable at any time by the Postmaster-General.						.65
Do.....	John Boyle	New York, N. Y.	do						10
General mail-locks†.....	The Smith & Egge Manufacturing Company.	Bridgeport, Conn.	Four, eight, or twelve years from September 1, 1880, at option of Postmaster-General.						.52
Keys to same†.....	do	do	do						09
Through-mail locks†.....	do	do	do						75
Keys to same†.....	do	do	do						12
City anti-service locks†.....	do	do	do						34
Keys to same†.....	do	do	do						09
Street letter-box locks†.....	do	do	do						86
Keys to same†.....	do	do	do						15
Through registered mail-locks†.....	W. F. Beasley	Oxford, N. C.	Four, eight, or twelve years from January 1, 1881, at option of Postmaster-General.						2.50
Keys to same†.....	do	do	do						.25

PLACES OF DELIVERY:

- * Boston, New York, Philadelphia, Washington, Cincinnati, Chicago, and Saint Louis.
- † Washington, D. C.
- ‡ Cleveland, Ohio.

O.—Statement of the number, description, prices, and cost of mail-bags, mail-catchers, etc., purchased and put into service during the fiscal year ending June 30, 1887.

No.	Description.	Size.	Price.	Cost.	Aggregate.
5,000	Leather mail-pouches	No. 2.	\$5.20	\$26,450.00	
5,000	do	No. 3.	4.09	20,450.00	
5,000	do	No. 4.	2.98	14,900.00	
500	do	No. 5.	2.24	1,120.00	
<u>15,500</u>					\$62,920.00
500	Leather horse mail-bags	No. 1.	5.33	2,665.00	
300	do	No. 2.	4.39	1,317.00	
200	do	No. 3.	3.70	740.00	
<u>1,000</u>					4,722.00
800	Inner register mail-sacks	No. 1.	1.26½	1,012.00	
500	do	No. 2.	.83½	417.50	
300	do	No. 4.	.49	147.00	
<u>1,600</u>					1,576.50
900	Through register pouches	No. 1.	5.84	5,258.00	
1,000	do	No. 2.	4.47	4,470.00	
	Royalty on mouth	No. 1.	.10	90.00	
	Royalty on bottom	No. 1.	.10	90.00	
	Royalty on mouth	No. 2.	.10	100.00	
	Royalty on bottom	No. 2.	.10	100.00	
<u>1,900</u>					10,108.00
5,500	Mail-catcher pouches		3.41	18,755.00	
	Royalty on same		.10	550.00	
<u>135,000</u>	Jute-canvas mail-sacks	No. 1.	.48½	66,065.62½	19,305.00
15,000	do	No. 2.	.43½	6,590.62½	
10,000	do	No. 3.	.12½	1,293.75	
<u>100,000</u>					73,950.00
4,000	Mail-bag label-cases (brass)		.1245	498.00	
10,000	Mail-bag label-cases (iron)		.0445	445.00	
10,000	do		.0442	442.00	
<u>24,000</u>					1,285.00
50,000	Mail-bag cord-fasteners		.007	4,850.00	
	Royalty on same		.05	2,500.00	
150,000	Mail-bag cord-fasteners		.087	13,050.00	
	Royalty on same		.05	7,500.00	
<u>200,000</u>					27,900.00
300,000	Printed wooden tags (narrow)		.002½	750.00	
300,000	do		.002½	825.00	
6,400	Printed wooden tags (wide)		.001½	9.60	
<u>606,400</u>					1,584.60
400	Mail-catchers (new)		3.20	1,280.00	
200	Brackets for same		.20	40.00	
308	Mail-catchers (repaired)		1.60	484.80	
					1,804.80
	Repair of mail-bags				205,253.90
					50,137.93
	Total expense of mail bags and catchers				255,391.83
	Unexpended balance of appropriation				4,608.17
	Appropriation				260,000.00

P.—Statement of mail locks and keys purchased and repaired, and of the expense incurred on account thereof, during the year ending June 30, 1887.

Quantity.	Description.	Price.	Cost.	Aggregate.
18,000	Iron mail-locks	\$0.52	\$9,360.00	
2,300	Through registered mail-locks	2.50	5,750.00	
200	Inside box mail-locks .....	.85	170.00	
300	City mail-locks .....	.34	102.00	
9,650	Street letter-box locks (repaired) .....	.35	3,377.50	
				\$18,759.50
2,500	Mail-key chains (No. 2) .....	.18	450.00	
				450.00
2,000	Street letter-box padlock keys (new) .....	.15	300.00	
50	Through register mail-lock keys .....	.25	12.50	
				312.50
	Unexpended balance			19,522.00
				478.00
	Appropriation			20,000.00

REPORT
OF THE
GENERAL SUPERINTENDENT
OF
RAILWAY MAIL SERVICE
FOR
THE YEAR ENDED JUNE 30, 1887.

573

REPORT

OF THE

GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.

NOVEMBER 11, 1887.

SIR: The accompanying tables show that at the close of the fiscal year ended June 30, 1887, mail service had been authorized upon 130,959.17 miles of railroad, postal clerks being employed distributing the mail on 116,609.05 miles, service on the remaining 14,350.05 miles being performed by closed pouches. At the same date there were in operation 41 inland steam-boat routes, aggregating 5,864.89 miles, on which postal clerks were employed. To properly handle and separate the mails while in transit there were employed on railroad routes 4,403, and on steam-boat routes 57, railway postal clerks, being a total of 4,460 men. While in the performance of their duty the postal clerks on railroads traveled (in crews) 107,067,643 miles, and those employed on steam-boats 1,868,747 miles.

While so traveling they distributed 5,834,690.875 pieces of ordinary mail matter, and protected, recorded, receipted for, and properly dispatched 15,752,569 registered packages and cases, and 950,613 through registered pouches and inner registered sacks.

During the year 7,213.38 miles of new railroad service have been added, being an increase of 5.83 per cent. The lines on which service was performed by clerks show an increase of 5,936.82 miles, or 5.37 per cent. Lines supplied by closed pouches were increased from 13,250.20 miles, at the close of the fiscal year 1886, to 14,350.05 miles on June 30, 1887, being an increase of 1,099.85 miles, or 8.30 per cent. The annual mileage of this class of service for 1886 was 12,835,297 miles; for 1887, 14,489,613 miles, an increase of 1,651,316 miles, or 12.87 per cent., and the number of pouches exchanged daily increased from 10,957 for the year 1886, to 11,714 at the close of 1887, being a daily increase of 757, or 6.90 per cent.

Compared with 1886 the number of inland steam-boat routes decreased from 43 to 41; the number of clerks employed thereon from 61 to 57, and the length of routes from 5,951.53 miles to 5,864.89, being a decrease of 86.64 miles, or 1.45 per cent., while the number of miles run by clerks increased from 1,854,281 miles in 1886 to 1,868,747 in 1887, being a gain of 14,466 miles, or 0.78 per cent.

The total number of clerks in the service at the close of the fiscal year 1886 was 4,573; on June 30, 1887, 4,851, being an increase of 278, or 6.08 per cent. The following exhibit presents in concise form the

nature of service, the number of clerks engaged in each class of work, and the increase (or decrease) over 1886 :

Fiscal year ended—	Employed on railroad lines.	Employed on steam-boat lines.	Detailed to transfer service.	Detailed to office duty.	Total.
June 30, 1886.....	*4, 141	61	206	165	*4, 573
June 30, 1887.....	4, 403	57	218	173	4, 851
Increase.....	262	.....	12	8	278
Decrease.....	.....	4	.....	.....	.....

* Including 15 vacancies existing June 30, 1886.

In 1886 there were handled by clerks in the Railway Mail Service, of letters, ordinary mail matter, registered packages, through registered pouches, and innerregistered sacks, 5,345,846,044. In 1887, 5,851,394,057; being an increase of 505,548,013 pieces, or 9.46 per cent.

In reporting upon the condition of the Railway Mail Service for the fiscal year ended June 30, 1874, the then General Superintendent, Mr. George S. Bangs, said :

Each railway post-office clerk, route agent, or post-office clerk, in making a distribution, is required to attach to each package of letters he makes up a facing or label-slip bearing the address of the package, the office or route upon which it was made up, with the name of the clerk making the distribution.

The clerk receiving and opening this package is required to note upon these slips all errors of any kind, if any, and forward the slips to the superintendents of their respective divisions, where a record is kept of the work performed by each clerk.

Below are given the returns of the slips made on the railway post-offices alone, for the month of June 1873 and 1874 :

June 1873 : Number of letters distributed right to each one wrong..... 796
 June 1874 : Number of letters distributed right to each one wrong..... 1, 500

A very marked improvement. In this manner a check is kept upon each clerk, and the poor, careless, or inefficient ones soon discovered and made to perform better work or make place for those that will. For it is useless to undertake to give the people what they demand, absolute certainty in their mail facilities, unless those who have the handling of the mails can be educated or controlled in some manner.

The system of checking which is mentioned above has continued, and has, wherever faithfully observed, been productive of much good, but for many years it has been the opinion of those best acquainted with the workings of this service that a tacit understanding existed between clerks on certain lines to check no errors against clerks on connecting lines, it being expected that the connecting clerks would "reciprocate." Steps were taken in the early part of the fiscal year to detect and break up this practice, and positive proof having been secured against one clerk, he was, on November 17, 1886, removed by the Postmaster-General, and the next day the following notice was published in the Daily Bulletin :

A practice exists with some clerks to refrain from checking errors against connecting lines, with a view to forcing reciprocal action on the part of clerks on such lines, and thereby protecting their own records. This is not only in violation of section 729 of the Instructions, but one peculiarly threatening to the discipline and efficiency of the service, and will not be tolerated in the least.

The Postmaster-General has this day directed the removal of a clerk in the Fourth Division for failure to comply with the regulations in this respect, the fact, indeed, being admitted by the clerk, who sought only to excuse it.

This summary action, followed as it was by a more vigilant inspection of each man's record, has, it is believed, secured a more general and impartial checking of errors by postal clerks against each other and against postmasters than has heretofore prevailed; the result being that

the number of errors checked during 1887 is much greater than for 1886. During the latter year 5,329,521,475 pieces of all classes of mail matter were handled and 1,260,443 errors checked, showing that 99.98 per cent. of all mail handled was correctly distributed, or, to state it in a different form, of every 4,229 pieces handled 4,228 were correctly dispatched and 1 piece incorrectly. In 1887 the number of pieces handled was 5,851,394,057, and the number of errors checked 1,734,617, being a correct distribution of 99.97 per cent. of all mail handled, or one error to every 3,373 pieces.

To show more clearly that the cause assigned for this increase in the number of errors checked is the correct one, the record of case examinations held during the year, of both permanent and probationary clerks, is given, and a comparison with similar examinations for 1886 made:

Statement of case examinations of permanent railway postal clerks for the fiscal year ended June 30, 1887.

Division.	Examina- tions.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.
First.....	841	511,950	505,877	5,968	5,105	98.81
Second.....	1,867	1,741,445	1,238,518	137,552	365,375	71.10
Third.....	340	429,802	373,600	24,319	31,883	86.93
Fourth.....	419	206,099	194,788	8,211	8,100	94.51
Fifth.....	921	958,499	912,477	49,740	3,282	95.20
Sixth.....	698	965,522	911,523	19,006	34,993	94.40
Seventh.....	1,077	701,004	657,179	30,431	7,394	93.74
Eighth.....	431	222,649	208,197	10,637	3,815	93.50
Ninth.....	483	780,620	700,927	52,376	27,317	89.79
Total.....	6,577	6,517,656	5,703,176	337,240	477,234	87.5
Total, as per report for fiscal year ended June 30, 1886.....	5,962	6,572,130	5,364,972	329,953	877,205	81.61
Increase.....	615	*54,480	338,204	7,287	*399,971	5.89

* Decrease.

Statement of case examinations of railway postal clerks during probation for the fiscal year ended June 30, 1887.

Division.	Probationary ap- pointees.	Examina- tions.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average correct.	Probationers who re- ceived permanent ap- pointments.	Average correct during probation made by those permanently ap- pointed.	Dropped during proba- tion, including those permitted to resign.	Probationary appoint- ees who failed to pass final examinations.
First.....	73	165	100,458	92,160	7,596	708	<i>P. ct.</i> 91.74	73	<i>P. ct.</i> 91.66	13	<i>P. ct.</i> 10.44
Second.....	234	795	473,977	293,021	42,279	138,677	61.82	53	69.30	76	32.47
Third.....	66	232	233,445	171,045	25,122	37,278	73.26	49	78.38	27	40.90
Fourth.....	128	258	163,140	143,160	17,594	2,386	87.75	45	93.08	21	16.40
Fifth.....	271	1,074	887,459	823,783	54,223	9,453	92.82	196	94.34	61	67.75
Sixth.....	291	743	860,117	676,912	123,604	59,601	78.09	178	82.32	59	26.12
Seventh.....	229	751	551,053	453,398	59,875	37,780	82.27	134	87.27	52	22.70
Eighth.....	32	87	51,878	43,808	5,017	3,053	84.44	16	87.71	7	45.71
Ninth.....	125	377	309,331	246,952	31,751	30,628	79.83	34	84.04	26	20.80
Total.....	1,449	4,482	3,630,858	2,944,239	367,055	313,564	61.09	778	85.34	341	23.53
Total as per re- port for fiscal year ended June 30, 1886....	1,516	5,113	4,032,678	3,093,311	412,358	527,009	76.70	890	82.68	429	28.29
Decrease.....	67	631	401,820	149,072	45,303	207,445	*4.39	112	*2.66	88	3.76

* Increase.

The above tables show that the clerks holding permanent appointments increased their percentage of cards correctly handled from 81.61 in 1886 to 87.5 in 1887, and probationary clerks who received permanent appointments from 82.68 in 1886 to 85.34 in 1887.

Believing that the best interests of the service require that every clerk making an error should have it checked against him, in order that the Department may know which clerks are competent, careful, and worthy of retention, and which are so incompetent that their services may well be dispensed with, the duty of continuing to check impartially will be urged upon all clerks, and the failure of a clerk to discharge this duty will be ground of recommendation for his dismissal.

In 1886 798,571 through registered pouches (including inner registered sacks) were handled by postal clerks, and in 1887, 950,613, being an increase of 152,042 pieces, or 19.04 per cent., while the registered packages and cases handled, increased from 15,525,998 in 1886 to 15,752,569 in 1887, being an increase of 226,571 pieces, or 1.46 per cent. The necessity for relieving postal clerks of the care and handling of heavy cases of supplies has often been brought to the attention of Congress, but no action was taken until the last session, when authority was granted the Postmaster-General to send by freight from the manufactories to post-offices and depots of distribution, postal cards, stamped envelopes, and stamped paper. This measure will, when put in full operation, give more room and time for distributing and storing the ordinary mail; relieve the already overworked clerks from much heavy lifting, and in the end result in saving to the government a considerable sum of money.

The record of city letters distributed by postal clerks during the year shows that that class of work has greatly increased, as will more clearly appear from the following comparative statement:

	Packages distributed.	Incorrect slips.	Errors.	Letters distributed.	Papers.
1887	1,966,858	6,117	18,705	147,537,232	22,863
1886	1,727,031	11,399	24,275	129,025,155	25,328
Increase.....	239,827	*5,282	*5,570	18,512,077	*2,446

* Decrease.

The year just closed has been marked by many casualties, there having been 244 derailments, or wrecks of trains, on which postal clerks were employed. In these wrecks three clerks were killed, namely:

C. M. Tennis, St. Paul and Bismarck R. P. O.; burned in wreck near Muskota, Minn., December 1, 1886.

E. Magoffin, St. Louis and Acheson R. P. O.; neck broken in wreck near Greenwood, Mo., November 26, 1886.

A. A. Perrine, Hightstown and Philadelphia R. P. O.; burned in wreck at New Sharon, N. J., March 8, 1887.

Two other clerks met accidental death while in the discharge of their official duties:

Harry Dixon, Greenville and Columbus R. P. O., while trying to make a catch, at Stinson, Ga., fell from his car and had his skull broken, from the effects of which he died.

Marshal Ney, Albany and New York R. P. O., detailed as transfer clerk at Troy, N. Y., was accidentally knocked down and killed by a train in the Troy depot, July 9, 1886.

In addition to the above fatalities 45 clerks were seriously and 72 slightly injured. Fifty clerks were so badly injured that acting clerks were provided by the Department to keep up their runs. The salaries of such acting clerks amounted to \$7,000.43. In addition to those mentioned, acting clerks had to be provided for 13 clerks injured during 1886, who were not able to resume service at the commencement of the fiscal year, the amount paid out on account of the casualties occurring in 1886 being \$4,800.40.

These men met disability and death in their country's service as truly as ever patriot met his fate on the field of battle, and in view of the constant dangers which threaten them it seems that Congress should make some provision for their care in case of total disability, or for those dependent upon them in case of death. The recommendations of the Postmaster-General in his report for the fiscal year ended June 30, 1885, seem both just and humane and well deserve a place in our statutes.

By the act approved June 17, 1878 (which provided for the employment of one general superintendent and nine division superintendents), Congress recognized the necessity for constant, close, and careful supervision of the Railway Mail Service and the clerks engaged in the distribution of the mails, and to this close supervision must be mainly awarded the credit for the present magnificent organization. But it is evident that the service has, during the past nine years, increased to such an extent that the close personal supervision imperatively required can not longer be given unless additional division superintendents are authorized.

The following table will illustrate the growth of this service from the year in which these nine division superintendents were authorized to the close of the fiscal year under review :

Comparative statement of the Railway Mail Service showing the increase in mileage, etc., for the fiscal year ended June 30, 1887, over the corresponding period of 1878-'79.

Fiscal year ended—	Miles of railroad over which mails were carried.	Steam-boat routes over which mails were carried.	Annual transportation of mails by railroads.	Length of railway post-office lines.	Annual miles of service by railroad post-office lines.	Number of railway postal clerks.	Number of pieces of mail matter handled by railway postal clerks.	Number of post-offices in U. S. United States.
		Miles.	Miles.	Miles.				
June 30, 1887.....	130,959.17	10,597.12	189,680,885	116,609.12	107,067,643	4,851	5,851,394,057	55,157
June 30, 1879.....	79,991.00	21,240.00	93,092,992	78,146.50	52,419,773	2,809	2,659,057,540	40,855
Increase.....	50,968.17	10,642.88	76,590,873	38,462.62	54,647,870	2,242	3,192,336,517	14,802
Increase in per cent.....	63.71	150.10	82.28	49.22	104.25	85.93	120.05	35

* Postal clerks, route agents, mail route messengers, and local mail agents.

† Decrease.

In addition to the expansion and extension shown in the above statement it should also be borne in mind that the railroad schedules, junction points, and sources of supply for post-offices are created in an increased ratio by the construction of new lines, and make it the more necessary for the Superintendent to have promptly and properly prepared schemes of distribution for the guidance of postal clerks and postmasters, and

more imperative that he have certain knowledge that these schemes are studied and understood.

The number of postal clerks and number of miles of railroad on which service is performed in each of the divisions as at present organized is as follows :

Miles of service on railroad, steamboat, and closed-pouch lines during the fiscal year ended June 30, 1887.

Division.	Miles of railroad over which clerks run.	Miles of steamboat routes upon which clerks run.	Closed-pouch service.	Total mileage.	Number of clerks appointed to lines.
			<i>Miles.</i>		
First	5,097.19		1,111.62	6,208.81	406
Second	11,804.69	142.50	2,850.05	14,607.14	617
Third	5,976.69	1,586.00	509.03	8,132.32	288
Fourth	11,487.37	2,639.25	1,292.83	15,419.45	361
Fifth	16,180.23	742.64	887.22	17,610.09	815
Sixth	31,639.71		3,265.22	34,904.93	1,037
Seventh	21,902.19	270.50	2,401.61	24,583.32	662
Eighth	6,340.35	475.00	1,753.01	8,568.36	154
Ninth	6,180.70		608.94	6,789.64	481
Total	116,609.12	5,864.89	14,350.05	136,824.06	4,851

It will be noted by this table that several divisions have grown to such proportions as to render it utterly impossible for any one man to give them that careful personal supervision which is necessary to insure such prompt and efficient service as the public has a right to expect, and it is therefore recommended that two additional superintendents be authorized.

In each division certain postal clerks of class 5 are assigned to duty as chief clerks of the Railway Mail Service, their headquarters being located at some central point at which many railway post-office lines terminate, or from which they may be easily reached. Their duties are to "examine the men under their charge; to see that they perform all the duties required of them properly and thoroughly; that the schemes furnished are kept corrected, and that all orders issued by the General Superintendent and division superintendents are promptly executed. All irregularities, insubordination, inefficiency, and lax morality occurring on routes under their charge must be reported to their division superintendents at once."

In the performance of these duties the chief clerk must travel a great deal, and for his expenses while on the road he is not reimbursed, as is done in the case of other Government officers, but must pay them out of his salary of \$1,400. This is not only unjust to these men but also a detriment to the service, for in many instances where a personal inspection should be made, the chief clerk endeavors to settle the matter by correspondence rather than reduce his salary by incurring the increased expenditure incident to such inspection. In other words, the more useful the chief clerk makes himself by traveling about inspecting lines, examining, instructing, and encouraging the men, the greater will be his expenses, and, consequently, the less his salary.

One of the best chief clerks in this service has informed me that for a week at a time while out inspecting the service he has been forced to get what sleep he could by lying on a pile of mail sacks, feeling that if he patronized the sleeping-car each night his expense account would foot up

more than his salary. The best men in the service being selected for these positions, they are, as a rule, possessed of more than the average amount of executive ability, and from their apprenticeship on the road are well versed in the distribution and dispatch of mail. They certainly earn more money than is now paid them, and when an increase in their compensation is authorized by Congress, whatever salary is provided should be *net*. A change in the law granting \$1,500 per annum, and actual expenses while traveling on the business of the Department (but in no case to exceed \$300 during any fiscal year), would seem fair, and I earnestly recommend that this change be made.

No provision has ever been made for a chief clerk in the office of the General Superintendent of the Railway Mail Service, and the duties properly assignable to such an officer have heretofore been performed by a railway post-office clerk of class 5 (salary \$1,400 per annum) detailed for the purpose. When the magnitude and importance of this service is considered in connection with the fact that other chief clerks in the Department receive \$2,000 and that Departmental clerks of classes 2 and 3 receive \$1,600 and \$1,800 per annum, respectively, the inadequacy of compensation in proportion to duties and responsibilities becomes more patent. It is therefore respectfully recommended that Congress be asked to provide for one chief clerk of the Railway Mail Service at a salary of \$2,000 per annum.

In his report for the fiscal year ended June 30, 1882, the General Superintendent called attention to the desirability of bringing into general use printed facing slips, and stated that by an expenditure of not over \$1,000 at each division headquarters, a press, paper-cutter, type, etc., could be purchased, and postal clerks could be detailed to print and issue the slips as needed; and he requested that "Congress be asked to authorize the Postmaster-General to expend out of the appropriation for the transportation of the mails by railroads, not to exceed \$9,000, for the purchase of presses, paper-cutters, and printing material, to be used at the several division headquarters in printing facing slips for the service."

Though the Postmaster-General called attention to this recommendation, Congress took no action upon it. The necessity for having this printing done, and at division headquarters, seems to have suggested a way by which the desired result was attained. Men were engaged as postal clerks with the understanding that they were to furnish (at their own expense) certain presses, paper-cutters, type, etc., and do all necessary printing for the division in which they were located. While it is absolutely necessary that some provision be made for having this printing done, the method by which it is now secured seems without warrant of law, and I deem it my duty to bring the matter to your notice that you may take such steps as you think proper, either to secure the sanction of Congress for a continuance of the present system, or the adoption of such other method as may appear best for this service.

Below find a table showing the present annual expenditure for salaries of clerks engaged in this work at the different division headquarters where printing offices have been established :

Printing office of—	\$1,300.	\$1,150.	\$1,000.	\$900.	\$800.	\$720.	\$700.	\$650.	\$300.	Annual compensation of clerks detailed to printing offices.
General Superintendent ..	(*)		1	1	42	1				\$4,220
First Division		1								1,150
Fourth Division			1					11		1,650
Fifth Division		1							1	1,450
Sixth Division		1					1			1,850
Seventh Division		1								1,150
Eighth Division	1									1,300
Ninth Division		2		1						3,200
Total	1	6	2	2	2	1	1	1	1	15,970

* Government owns plant.

† Acting clerk.

It may be well to state that at the printing office located in the basement of the Department building, and in the above statement charged to the General Superintendent's office, the printing for the Third Division is done, and, in addition thereto, the Daily Bulletin and all reference slips required by this office. While an accurate account of the amount of work done by each printer has been kept, the system has not been uniform, and it is, therefore, impossible at this time to give a tabulated summary; but to remedy this, a new form has recently been prepared which requires from division superintendents a monthly statement of material furnished to and work done by each printer, and as the same form will be used in all divisions a concise statement can be submitted in future reports.

Fast Mail Trains.

But little change was made during the year in the schedule of mail trains on lines where special facilities are paid for. The weight of mails on these lines grows heavier with each quadrennial weighing, which fact will warrant the conclusion that the expedition secured by this special facility fund becomes more valuable to the people each succeeding year. For the information of Congress a table has been prepared, and is herewith inserted, which shows between what points and over what railroads these trains run, the distance, hours in transit, speed, and amount paid each line.

Special facilities.—Tabular statement showing the disposition of the appropriation for special facilities on trunk lines.

Termini.	Railroad company.	Leave.	Arrive.	Miles.	In trans- sit.	Speed per hour.	Pay.
New York—Springfield.....	New York, New Hampshire and Hartford.....	New York 5.01 a. m.....	Springfield 10.25 a. m.....	136.00	<i>H. M.</i> 5 24	<i>Miles.</i> 25.20	\$17,647.06
New York—Albany.....	New York Central and Hudson River.....	New York 4.35 a. m.....	Albany 8.20 a. m.....	144.00	8 45	38.40	25,000.00
Philadelphia—Bay View.....	Philadelphia, Wilmington and Baltimore.....	Philadelphia 7.20 a. m.....	Bay View 9.32 a. m.....	91.80	2 12	41.26	20,000.00
Bay View—Quantico.....	Baltimore and Potomac.....	Bay View 9.32 a. m.....	Quantico 12.05 p. m.....	79.80	2 33	31.29	21,900.00
Quantico—Richmond.....	Richmond, Frederick, and Po- tomac.....	Quantico 12.08 p. m.....	Richmond 2.30 p. m.....	81.50	2 31	32.38	17,419.26
Richmond—Petersburgh.....	Richmond and Petersburgh.....	Richmond 2.48 p. m.....	Petersburgh 9.25 p. m.....	23.30	0 37	37.92	4,288.67
Petersburgh—Weldon.....	Petersburgh.....	Petersburgh 3.27 p. m.....	Weldon 5.18 p. m.....	64.00	1 51	34.59	11,680.00
Weldon—Wilmington.....	Wilmington and Weldon.....	Weldon 5.18 p. m.....	Wilmington 9.55 p. m.....	162.07	4 17	38.30	29,577.77
Wilmington—Florence.....	Wilmington, Columbia and Au- gusta.....	Wilmington 10.10 p. m.....	Florence 1.15 a. m.....	110.00	3 05	-85.67	20,075.00
Florence—Charleston Junction.....	Norfolk and Savannah.....	Florence 1.30 a. m.....	Charleston Junction 4.40 a. m.....	95.00	3 10	30.00	17,337.50
Charleston Junction—Savannah.....	Charleston Junction, Savannah, Savannah, Florida and West- ern.....	Charleston Junction, *3.00 a. m.....	Savannah 6.41 a. m.....	108.00	3 41	29.31	19,710.00
Savannah—Jacksonville.....	Jacksonville, Tampa and Key West and South Florida.....	Savannah 7.08 a. m.....	Jacksonville 12 noon.....	171.50	4 54	34.79	31,298.75
Jacksonville—Tampa.....	Jacksonville 12.30 p. m.....	Tampa 9 p. m.....	242.57	8 30	23.53	44,289.02	
Baltimore—Hagerstown.....	Baltimore 4.40 a. m.....	Hagerstown 7.45 a. m.....	86.60	3 05	23.08	15,804.50	
Total.....				1,506.23			295,987.53

* Change to Central time, one hour slower than Eastern standard.

As a rule, the trains given in this schedule have been run on time, the railroads making every possible effort not only to keep up, but to improve upon the previous good record of the "special mail trains."

Believing that it will be the wish of Congress to have these fast-mail trains continued, I have the honor of recommending that for the fiscal year ending June 30, 1889, the sum of \$295,987.53 be appropriated for extra and special facilities on trunk lines, this sum being the same as the amount appropriated for the fiscal year ending June 30, 1888.

Nor are these all of the special mail trains run. In rate of speed, miles run, population supplied, weight of mails, importance of commercial centers through which they pass, or at which they terminate, the following special mail trains far exceed those first given :

Trunk lines upon which special facilities are furnished without extra compensation.

Terminal.	Railroad company.	Leave.	Arrive.	Miles.	In trans- it.	Speed per hour.
					<i>H. M.</i>	<i>Miles.</i>
Jersey City—Philadelphia.....	Pennsylvania Railroad.....	Jersey City 8.00 p. m.	Philadelphia 10.15 p. m.	90.00	2 15	39.99
Philadelphia—Harrisburg.....	do.....	Philadelphia 10.30 p. m.	Harrisburg 1.35 a. m.	105.00	3 05	82.85
Harrisburg—Pittsburgh.....	do.....	Harrisburg 1.45 a. m.	Pittsburgh 6.30 a. m.	248.00	7 45	82.13
Pittsburgh—Columbus.....	do.....	Pittsburgh 9.00 a. m.	Columbus 2.30 p. m.	183.00	5 30	83.08
Columbus—Indianapolis.....	do.....	Columbus 2.40 p. m.	Indianapolis 7.50 p. m.	188.00	5 10	86.38
Indianapolis—Saint Louis.....	do.....	Indianapolis 8.00 p. m.	Saint Louis 2.45 a. m.	240.00	6 45	83.53
Saint Louis—Sedalia.....	Missouri Pacific.....	Saint Louis 8.00 a. m.	Sedalia 8.15 a. m.	188.00	5 16	84.00
Sedalia—Kansas City.....	do.....	Sedalia 8.20 a. m.	Kansas City 11.00 a. m.	94.00	2 40	83.25
Kansas City—Albany.....	New York Central and Hudson River.....	New York 9.00 p. m.	Albany 1.35 a. m.	143.00	4 35	81.63
Albany—Buffalo.....	do.....	Albany 1.50 a. m.	Buffalo 9.35 a. m.	298.00	7 45	84.44
Buffalo—Cleveland.....	Lake Shore and Michigan South- ern.....	Buffalo 8.45 a. m.	Cleveland 1.25 p. m.	183.00	4 40	39.21
Cleveland—Toledo.....	do.....	Cleveland 1.35 p. m.	Toledo 4.55 p. m.	113.00	8 20	83.90
Toledo—Chicago.....	do.....	Toledo 5.00 p. m.	Chicago 12.45 a. m.	244.00	7 45	31.62
Chicago—Burlington.....	Chicago, Burlington and Quincy.....	Chicago 3.00 a. m.	Burlington 8.28 a. m.	207.50	5 28	37.95
Burlington—Council Bluffs.....	do.....	Burlington 8.35 a. m.	Council Bluffs 6.12 p. m.	201.00	9 37	30.25
Council Bluffs—Milwaukee.....	do.....	Chicago 3.00 a. m.	Milwaukee 5.30 a. m.	85.00	2 30	53.99
Milwaukee—La Crosse.....	do.....	Milwaukee 5.35 a. m.	La Crosse 11.00 a. m.	198.40	5 25	36.25
La Crosse—Saint Paul.....	do.....	La Crosse 11.05 a. m.	Saint Paul 3.15 p. m.	130.80	4 10	31.39
Saint Paul—Minneapolis.....	do.....	Saint Paul 3.20 p. m.	Minneapolis 3.50 p. m.	10.00	4 30	20.00
Total.....				3,250.70		

* Change to central standard time, one hour slower than Eastern standard.

No extra compensation is paid for this high rate of speed, the companies gaining through the heavier mails which are diverted to their lines, and the additional postal cars required, a compensation which is considered ample. The lines between New York and Chicago, Chicago and Council Bluffs, and Chicago and Saint Paul and Minneapolis have been in operation for several years, but that to Saint Louis and Kansas City was not inaugurated until March 12 of the present year. The advantages gained by this change are of the greatest importance to mails for the West, Southwest, and far West. By it mails leaving New York at 7.30 p. m. arrive in Saint Louis the second morning at 2.45, and leave at 3 a. m., a gain of six hours. As will be noted from the above schedule, the fast mail on the Missouri Pacific Railway leaves Saint Louis at 3 a. m. (or fifteen minutes after the arrival of the fast mail from the East, being barely time enough to transfer the mails from one train to the other), and arrives in Kansas City at 11 a. m., where connection is made with outgoing trains.

The value of the change will become more apparent by examining the following table :

Table showing the expedition in the delivery of the mails at various important cities in the West and Southwest secured by the fast mail between New York, Saint Louis, and Kansas City via the Pennsylvania and Missouri Pacific Railroads.

Cities.	Old sched- ule.	Fast-mail schedule.	Gain.
Saint Louis.....	2.45 a. m.	8.15 a. m.	5.30
Jefferson City.....	1.24 p. m.	6.07 a. m.	7.17
Sedalia.....	3.45 p. m.	7.49 a. m.	7.56
Independence.....	7.00 p. m.	9.40 a. m.	9.20
Kansas City.....	7.30 p. m.	11.00 a. m.	8.30
Leavenworth.....	9.36 p. m.	12.17 p. m.	9.19
Saint Joseph.....	11.35 p. m.	1.30 p. m.	10.05
Topeka.....	1.10 a. m.	1.40 p. m.	11.30
Junction City.....	4.20 a. m.	3.38 p. m.	12.52
Salina.....	6.32 a. m.	5.10 p. m.	13.22
Denver.....	7.05 a. m.	7.45 a. m.	23.20
Cheyenne.....	5.40 p. m.	6.10 p. m.	23.30
Lendville.....	7.15 a. m.	6.50 p. m.	12.45
Ogden.....	5.40 p. m.	6.10 p. m.	23.30
Grand Island.....	4.55 p. m.	3.10 a. m.	13.45
Fremont.....	12.53 p. m.	10.49 p. m.	14.04
Omaha.....	10.55 a. m.	8.50 p. m.	14.05
Emporia.....	3.55 p. m.	4.30 p. m.	11.25
La Junta.....	10.45 p. m.	6.20 a. m.	16.25
Pueblo.....	1.10 a. m.	8.25 a. m.	16.45
Albuquerque.....	3.30 a. m.	4.00 a. m.	23.30
Los Angeles.....	9.00 p. m.	9.30 p. m.	23.30
San Francisco.....	10.40 a. m.	11.10 a. m.	23.30
El Paso.....	4.30 p. m.	5.00 p. m.	23.30
Chihuahua, Mexico.....	7.25 a. m.	7.55 a. m.	23.30
City of Mexico.....	8.00 a. m.	8.30 a. m.	23.30
Atchison.....	10.35 p. m.	1.10 p. m.	9.15
Lawrence.....	11.55 p. m.	12.44 p. m.	11.21

The managers on some of the New England roads have refused to furnish the space or apartment in a car necessary for the proper distribution of the mails, and as a result this branch of the service has been caused some embarrassment in that section, and the people living adjacent to such lines given just cause for complaint. All papers relating to these cases have been referred to your office for such action as might be deemed proper by you. The cases above referred to, and a few others of minor importance, are the only instances where the relations between the Department and the railroads have not been of the pleasantest and most harmonious character, and as a result the service is in as good if not better shape than ever before.

ESTIMATES AND EXPENDITURES.

The amount appropriated for railway post-office car service, exclusive of the gross amount accrued to Pacific roads for the fiscal year ended June 30, 1887, was..... \$1,808,000.00
 Amount expended 1,713,391.92
 Leaving an unexpended balance of..... 94,608.08
 Add to the above expenditure the amounts accrued to the Pacific roads. 126,375.21
 And we have the total cost for railway post-office cars during the year. 1,839,767.13
 Compared with 1886 this is an increase of \$23,868.23, being 1.32 per cent.

The following table shows in concise form the growth of this branch of the service from July 1, 1879, to June 30, 1887:

Statement showing the cost of railway post-office car service from July 1, 1879, to June 30, 1887.

Year ended June 30—	Amount of appropriation.	Amount expended.	Expenditure.		Per cent.		Gross amount accrued to Pacific railroads.
			Increase.	Decrease.	Increase.	Decrease.	
1879, no separate appropriation made.							
1880.....	\$1,250,000.00	\$1,141,545.19					91,851.15
1881.....	1,366,000.00	1,268,221.50	\$126,676.51		11.09		110,381.23
1882.....	1,428,000.00	1,317,242.23	49,020.73		3.86		124,373.06
1883.....	1,526,000.00	1,483,086.85	165,844.62		12.59		131,690.17
1884.....	1,575,000.00	1,485,597.29	102,510.44		6.89		135,790.20
1885.....	1,625,000.00	1,716,437.13	130,839.84		8.25		134,542.92
1886.....	1,765,026.00	1,692,025.30		\$24,411.83		1.42	123,873.60
1887.....	1,880,000.00	1,713,391.92	21,366.62		1.26		126,375.21
	12,413,026.00	11,917,547.41	596,258.56	24,711.83	43.94	1.42	
Decrease.....					1.42		
					42.52		
Average per cent per year.....					6.08		

It will be noted that excluding amounts accrued to the subsidized Pacific roads and branches the average annual increase for seven years has been 6.08 per cent., while for the year under review it was but 1.26 per cent. It should also be noted that in making up this average increase 1886 is included, though in that year there was an actual decrease of 1.42 per cent. owing to the discontinuance of payment for apartment cars less than 40 feet in length.

The annual *rate* of cost for railway post-office lines (exclusive of amounts to be credited the subsidized Pacific lines) was on July 1, 1887, \$1,745,771.98. Carefully compiled data indicates that during the current fiscal year additional lines costing \$173,594.20 per annum will be needed, and if these are authorized the annual cost on July 1, 1888, will be \$1,919,366.18. With these lines established but a moderate expansion during the following year need be anticipated. Five per cent. increase over the appropriation for the current year seems to be moderately liberal, viz:

Appropriation for fiscal year ending June 30, 1888.....	\$1,934,565.00
Add 5 per cent	96,728.00
Making a total of.....	2,031,293.00

And I have the honor of recommending that this sum be appropriated for payment of railway postal lines *exclusive of lines on the subsidized Pacific roads* for the fiscal year ending June 30, 1889.

As previously stated in this report, the number of railway postal clerks in the service on June 30, 1886, was 4,573, and on June 30, 1887, 4,851,

being an increase of 278, or 6.08 per cent. The amount paid for salaries during the former period was \$4,467,778.08; during the latter, \$4,694,561.75, being an increase of \$226,783.67, or 5.08 per cent. The amount appropriated for salaries of postal clerks for the fiscal year ended June 30, 1887, was \$4,800,000, and the expenditures amounted to \$4,694,561.75, leaving an unexpended balance of \$105,438.25. The annual rate of expenditure for salaries of railway postal clerks was, on July 1, 1887, \$4,827,466, and the appropriation for the fiscal year ending June 30, 1888, \$4,990,240.62, leaving a margin of but \$162,774.62 for extension of service, additional help on lines where mails are getting heavier, and the promotion of clerks who were serving as probationers at the beginning of the fiscal year. Under ordinary circumstances this margin might be abundant, but the present unusual activity in railway construction makes it appear probable that a slight deficiency must be incurred. The following table shows the increase by quarters since July 1, 1885:

Per cent. of increase in expenditures on account of salaries of railway postal clerks for the period from July 1, 1885, to June 30, 1887.

Quarter ending—	Expenditure.	Increase, amount.	Increase per cent.
June 30, 1885.....	\$1,087,683.75		
September 30, 1885.....	1,085,060.11	\$2,623.64	-.24
December 31, 1885.....	1,105,093.86	20,033.75	1.85
March 31, 1886.....	1,136,448.86	31,355.00	2.84
June 30, 1886.....	1,141,175.25	4,726.39	.41
September 30, 1886.....	1,145,999.67	4,824.42	.42
December 31, 1886.....	1,160,202.92	14,203.25	1.24
March 31, 1887.....	1,182,510.39	22,307.47	1.92
June 30, 1887.....	1,205,848.77	23,338.38	1.98
Deduct decrease.....			10.66
			.24
			10.42
Average quarterly increase.....			1.30

* Decrease.

SUMMARY.

1885-'86.	1886-'87.
Third quarter, 1885.....	Third quarter, 1886.....
\$1,085,060.11	\$1,145,999.67
Fourth quarter, 1885.....	Fourth quarter, 1886.....
1,105,093.86	1,160,202.92
First quarter, 1886.....	First quarter, 1887.....
1,136,448.86	1,182,510.39
Second quarter, 1886.....	Second quarter, 1887.....
1,141,175.25	1,205,848.77
4,467,778.08	4,694,561.75
	4,467,778.08
	Increase 1887 over 1886.....
	226,783.67
	or 5.08 per cent.

Taking the average quarterly increase of 1.30 per cent. and applying it to the fiscal year ending June 30, 1888, and we have the following:

Amount expended quarter ended July 1, 1887.....	\$1,205,848.77
Estimate third quarter, 1887.....	1,221,524.78
Estimate fourth quarter, 1887.....	1,237,404.60
Estimate first quarter, 1888.....	1,253,490.85
Estimate second quarter, 1888.....	1,269,886.23
Total.....	4,982,306.46

This is but \$7,934.16 less than the amount appropriated. Assuming that the expenditure for the quarter ending June 30, 1888, will be \$1,269,886.23, and applying a quarterly increase of 1.30 per cent., we

have the following as the probable cost for the fiscal year ending June 30, 1889:

Third quarter, 1888	\$1,286,394.75
Fourth quarter, 1888.....	1,303,117.88
First quarter, 1889	1,320,058.41
Second quarter, 1889	1,337,219.17
Total.....	5,246,790.21

This is an increase of \$ 264,483.75, or 5.30 per cent., over the appropriation for the fiscal year ending June 30, 1888, but the data above given warrants the belief that the service can not be properly performed for a less sum, and I therefore recommend that this amount, \$5,246,790.21, be appropriated for the payment of salaries of railway post-office clerks for the fiscal year ending June 30, 1889.

COMMENDATION.

The men connected with this service as division superintendents and chief clerks have worked both early and late to effect needed changes and betterments; and the postal clerks, upon whom most of the work comes, have manfully responded to every call, doing in season and out of season whatever was assigned to them, and in many cases volunteering extra duty rather than have the service suffer. To each of these and the men assigned to clerical duty in this office I have but words of praise and commendation, and can not close this report without acknowledging my deep obligations for the untiring energy which has characterized their official conduct during the year.

T. E. NASH,
General Superintendent.

Hon. A. LEO KNOTT,
Second Assistant Postmaster General.

TABLE A^a.—Statement of railway post-offices

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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Aberdeen and Durant, Miss.	4	108.24	Aberdeen, Durant, Miss. (Ill. Cent.)	18009	108.30
Addison, N. Y., and Galeton, Pa.	2	46.56	Addison, N. Y., Galeton, Pa. (A. and No. Pa.),	6122	47.24
Adrian, Mich., and Fayette, Ohio. ¹	9	33.26	Adrian, Groesvenor, Mich. (L. S. and M. S.).	21095	(9)
			Grovesnor, Mich., Fayette, Ohio (L. S. and M. S.).	424036 (part)	24.63
Albany and Binghamton, N. Y.	2	143.21	Albany, Binghamton, N. Y. (Del. and Had. Canal Co.).	6028	143.22
Albany, Kingston, and New York, N. Y.	2	146.23	Albany, N. Y., New York, N. Y. (West Shore).	6129	142.27
<i>Albany and New York, N. Y.</i>	2	145.35	Albany, New York, N. Y. (N. Y. C. and H. R.).	6011 (part)	(7)
<i>Albany and Rochester, N. Y.</i>	2	252.00	Albany, Syracuse, N. Y. (N. Y. C. and H. R.).	6011 (part)	(16)
			Syracuse, Rochester, N. Y. (Aub. Div. N. Y. C. and H. R.).	6013	104.00
Albany and Thomasville, Ga.	4	58.92	Albany, Thomasville, Ga. (S., F. and W. Rwy.).	15018 (part)	1458.92
Albert Lea, Minn., and Burlington, Iowa.	6	253.14	Albert Lea, Minn., Burlington, Iowa (Burl., C. Rap. and North).	27001	253.42
			Elmira (n. o.), Iowa Junct., Iowa (Burl., C. Rap. and North).	27048	1714.47
Albuquerque, N. Mex., and El Paso, Tex.	7	255.69	Albuquerque, Rincon, N. Mex. (A., T. and S. F.).	1638006 (part)	178.64
			Rincon, N. Mex., El Paso, Tex. (A., T. and S. F.).	39004	77.20
Albuquerque, N. Mex., and Los Angeles, Cal. ¹⁰	7	887.95	Albuquerque, N. Mex., Needles, Cal. (A. and P.).	39003	574.86
			Needles, Barstow, Cal. (A. and P.)	2246042 (part)	169.42
			Barstow, San Bernardino, Cal. (Cal. S.)	2246037 (part)	81.00
			San Bernardino, Duarte, Cal. (C. Cent.)	49053	(24)
			Duarte, Los Angeles, Cal. (L. A. and S. G.).	48946	23.84
Allentown and Pawling, Pa.	2	44.18	Allentown, Emmaus Junction, Pa. (E. P. branch, P. and R.).	8073 (part)	(28)
			Emmaus Junction, Perkiomen Junction, Pa. (Perkiomen).	8056	37.38
Allentown and Harrisburg, Pa.	2	91.84	Allentown, Harrisburg, Pa. (E. P. and L. V. branches (P. and R.).	8073	90.40
Alpena and Alger, Mich. ¹¹	9	104.50	Alpena, Alger, Mich. (D., B. C. and A.).	24057	104.50
Alton Bay and Dover, N. H.	1	28.42	Alton Bay, Dover, N. H. (Bos. and Maine).	1013	28.42
Anderson and McCormick's, S. C.	4	59.00	Anderson—McCormick's, S. C. (P., R. and W. C. Rwy.).	14023	59.00
Annapolis Junction and Annapolis, Md.	3	21.09	Annapolis Junction, Annapolis, Md. (Annap., Wash'n and Balto.).	10007	21.08

¹ In reserve.² Runs over route 21095, Adrian to Groesvenor, Mich. (7.60 miles).³ Shown in report of New York and Chicago R. P. O.⁴ Balance of route (43.57 miles) covered by Trenton and Adrian R. P. O.⁵ One helper, Albany and Maryland and return (70 miles).⁶ Double daily service except Sunday.⁷ 143 miles covered by New York and Chicago R. P. O.⁸ Double daily service except Sunday, when $\frac{1}{2}$ round trip is made.⁹ 4 clerks detailed to superintendent's office, New York; 1 clerk detailed to superintendent's office, New York Dormitory, N. Y. P. O.; 5

clerks detailed as transfers clerks, Albany, N. Y.; 6 clerks detailed as transfers clerks, New York, N. Y.; 2 clerks detailed as transfers clerks, Troy, N. Y.; 1 clerk detailed as transfers clerk, Castleton, N. Y.; 4 clerks detailed as register clerks between New York and Syracuse.

¹⁰ 147.50 miles covered by New York and Chicago R. P. O.¹¹ 2 helpers between Albany and Syracuse; 3 clerks detailed for transfer duty at Rochester, N. Y.; 2 clerks detailed for transfer duty at Syracuse, N. Y.; 1 clerk detailed to Suspension Bridge and Buffalo R. P. O.¹² Service on train 21 on Sundays between Albany and Syracuse.¹³ Cars and clerks shown on route 6011.

in operation in the United States on June 30, 1887.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
Lbs.									<i>Ft.</i>	<i>In.</i>				
338	Feb. 15, 1887	23	21.50	24	19.50	7	79,050	108.30	2	14 0	7 3	2	1	2
582	July 1, 1885	1	16.14	4	16.14	6	29,147	93.12	1	12 0	7 0	1	1	1
69,142	July 1, 1885	128	14.70	125	11.40	6	20,821	66.52	11	8 3	5 3			
240	July 1, 1884	126	24.70	125	24.70	6			1	12 0	6 7	1	1	1
2,087	July 1, 1885	1	24.54	2	25.62	6	89,649	95.47	12	20 0	9 0	3	1	54
1,403	July 1, 1885	66	28.45	65	27.96	6	691,540	146.23	1	21 0	9 0	2	1	4
		62	27.96	61	24.72	6	91,540	.....	1	21 0	9 0	2	1	1
99,901	July 1, 1885	26	28.68	21	38.10	6	98,547	145.35	10	31 0	9 0	2	4	35
		24	27.60	27	28.60	6	90,989	.....	1	17 0	8 7	2	2	
99,901	July 1, 1885	21	28.98	36	25.62	6	165,422	126.00	11	20 0	9 2	4	2	116
4,375	July 1, 1885	21	21.12	6	15.60	6	.....	.....	(14)	.....	.....	(15)		
1,674	July 1, 1884	6	23	5	23	7	43,012	117.84	1	14 4	8 7	1	1	1
3,504	July 1, 1887	2	26.88	1	28.65	6	158,466	126.71	18	22 6	9 1	4	2	10
928	July 1, 1887	4	25.73	3	23.63	6	106,044	169.40	2	12 0	8 9	162		
		4	24.96	3	20.87									
4,546	July 1, 1886	601	21	602	18	7	186,654	127.85	2	21 0	9 3	4	1	4
1,101	July 1, 1886	601	22	602	22	7			11	14 0	9 2			
2,428	July 1, 1886	1	20.50	2	22	7	648,204	221.99	(20)	.....	.....	8	1	110
1,873	July 1, 1886	1	22.50	2	22.50	7								
927	July 1, 1886	30	19	29	21	7								
.....	Pay not fixed	16	22	1	22	7								
465	Mich. 30, 1887	16	22	1	22	7								
2,443	July 1, 1885	10	33.72	5	33.72	6	27,656	88.36	1	8 6	6 2	1	1	1
329	July 1, 1885	10	20.94	5	21.96	6	.....	.....	1	8 4	6 0	(21)	.....	(22)
2,443	July 1, 1885	10	18.26	9	25.29	6	257,491	122.45	1	14 0	8 6	282	1	3
		6	23.58	3	23.58	6	57,491	.....	1	14 0	8 6	1	1	
655	Mar. 30, 1887	1	24.40	2	24.23	6	61,437	104.50	11	14 0	8 0			
516	July 1, 1885	54	23.65	19	21	6	17,791	113.68	1	15 0	9 0	2	1	2
		132	28	75	24	6	17,791	.....	1	11 3	6 7	1	1	1
81	Oct. 15, 1886	90	.17	89	.10	6	36,934	118.00	1	8 4	6 0	1	1	1
585	July 1, 1885	2	21.20	1	25.62	6	13,202	42.18	13	6 6	8 9	1	1	1

¹⁴ 104.19 miles shown as Way Cross and Chattanooga R. P. O.
¹⁵ One car in reserve.
¹⁶ Short run, Cedar Falls and Burlington, Iowa.
¹⁷ Balance of distance (8.90 miles) covered by Clinton and Iowa City, Iowa R. P. O.
¹⁸ 247 miles of route 28006, between La Junta, Colo., and Albuquerque, N. Mex., covered by La Junta, Colo., and Albuquerque, N. Mex., R. P. O., and 53.41 miles, between Rincon and Deming, N. Mex., by Rincon and Deming, N. Mex., R. P. O.
¹⁹ Reported last year as Albuquerque, N. Mex., and Mojave, Cal.; distance increased 72.80 miles.
²⁰ Cars shown under La Junta, Colo., and Albuquerque, N. Mex., R. P. O.
²¹ Two helpers between Albuquerque, N. Mex., and Holbrook, Ariz.; distance, 253 miles.

²² 71.39 miles of route 46042 between Barstow and Mojave, Cal., covered by pouch service. (See Table C.)
²³ 131.69 miles of route 46037 covered by 8th Div. Colton and National City, Cal., R. P. O.
²⁴ Service on route 46053 established to take effect July 4, 1887; R. P. O. has been operated over this route since June 1, 1887.
²⁵ 6 miles covered by Allentown and Harrisburg R. P. O.
²⁶ Cars and clerks shown on route 8673.
²⁷ Double daily service except Sunday.
²⁸ Clerks run two weeks on and one week off.
²⁹ Order issued Sept. 20, 1886, extending run of clerks from Black River to Alpona, Mich., increasing distance 22.22 miles.
³⁰ Reserve 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 <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Antonito, Colo., and Santa Fé, N. Mex. ¹	7	130.00	Antonito, Colo., Española, N. Mex. (D. and R. G.).	285004 (part)	91.17
Arcadia and Cherryvale, Kans.	7	81.09	Española, Santa Fé, N. Mex. (T. & F. & N). Arcadia, Cherryvale, Kans. (K. C., Ft. S. and G.).	300111 33024	38.85 73.97
Arkansas City and Warren, Ark.	7	56.66	Weir, June. (n. o.), Weir, Kans. (K. C., Ft. S. and G.).	433043	3.90
Asheville, N. C., and Columbia, S. C.	4	164.00	Arkansas City, Trippe, Ark. (St. L., I. M. and S.). Trippe, Warren, Ark. (St. L., I. M. and S.). Asheville, N. C., Spartanburgh, S. C. (R. and D. R. R.). Spartanburgh—Alston, S. C. (R. and D. R. R.). Alston—Columbia, S. C. (R. and D. R. R.).	29007 (part) 29004 (part) 14011 14008	(5) 49.25 72.27 68.29
Asheville and Jarrett's, N. C.	3	101.38	Asheville, Asheville Junction (n. o.), N. C. (Western N. C.). Asheville Junction (n. o.), Jarrett's, N. C. (Western N. C.).	14001 (part) 13006 (part) 13016	(7) (9) 98.95
Ashland and Abbotsford, Wis.	6	183.70	Ashland, Abbotsford, Wis. (Wis. Central).	25017 (part) 25063	133.30 98.74
Ashland and Milwaukee, Wis.	6	302.87	Ashland, Wis., Watersmeet, Mich. (Mil., L. Shore and West.). Watersmeet, Mich., Eland, Wis. (Mil., L. Shore and West.). Eland, Manitowoc, Wis. (Mil., L. Shore and West.). Manitowoc, Milwaukee, Wis. (Mil., L. Shore and West.).	25050 (part) 25049 (part) 25018 (part)	103.68 110.00 77.63
Ashland and Richardson, Ky.	5	50.34	Ashland, Richardson, Ky. (Chattanooga) . . .	20027 (part)	50.36
Ashland, Wis., and Saint Paul, Minn.	6	184.22	Ashland, Ashland Junction (n. o.), Wis. (Chi., St. P., Minn. and Om.). Ashland Junction (n. o.), Hudson, Wis. (Chi., St. P., Minn. and Om.). Hudson, Wis., Saint Paul, Minn. (Chi., St. P., Minn. and Om.).	25032 (part) 25028 (part) 25030 (part)	4.64 160.10 (17)
Ashtabula, Ohio, and New Castle, Pa.	5	81.25	Ashtabula, Youngstown, Ohio (Pa. Co.) . . . Youngstown, Ohio, Mahoningtown, Pa. (Pa. Co.). Mahoningtown, New Castle, Pa. (Pa. Co.).	21444 (part) 21035 8044 (part)	60.36 18.40 (18)
Ashtabula and Youngstown, Ohio. ²⁰	9	64.70	Ashtabula, Andover, Ohio (L. S. and M. S.).	8045 (part)	(21)
Astor and Leesburgh, Fla.	4	242.73	Andover, Youngstown, Ohio (L. S. and M. S.). Astor, Fort Mason, Fla. (Fla. So. Rwy.) . . . Fort Mason, Leesburgh, Fla. (Fla. So. Rwy.).	21062 (part) 16008 (part) 16014 (part)	38.84 27.15 2413.60
Atchison and Lenora, Kans.	7	293.31	Atchison, Waterville, Kans. (C. Beh. U. P.). Waterville, Greenleaf, Kans. (C. Beh. U. P.). Greenleaf, Concordia, Kans. (C. Beh. U. P.). Concordia, Lenora, Kans. (C. Beh. U. P.) . . .	33003 (part) 33021 (part) 33022 (part) 33026 (part)	100.26 13.69 43.19 138.70
Atchison and Topeka, Kans.	7	51.20	Atchison, Topeka, Kans. (A., T. and S. F.).	33010 (part)	52.26

¹ New service; not reported last year.² 109.82 miles of route 38904, between Cucharas and Antonito, Colo., covered by Pueblo and Silverton, Colo., R. P. O.³ 1 reserve car.⁴ Clerk doubles route 33043 twice each round trip.
⁵ Distance over route 29007 (7.50 miles) covered by Ft. Smith, Ark., and Leland, Miss., R. P. O.⁶ Reserve car.⁷ 25 miles reported as Greenville and Columbia R. P. O.⁸ 2.20 miles covered by the Salisbury and Morris-town R. P. O.⁹ Balance of route covered by Chicago, Ill., Abbotsford, Wis., and St. Paul, Minn., R. P. O.

(185.70 miles), and by Milwaukee and Rugby Jct., Wis., pouch service (30.66 miles). This line was reported last year as the Ashland and Menasha, Wis., R. P. O. Decreased distance run this year, 81.85 miles.

¹⁰ Reserve.¹¹ One of these cars in reserve.¹² West division, Appleton to Ashland.¹³ Balance of route, Eland to Wausau, Wis. (23.01 miles) covered by closed pouches. (See Table C.)¹⁴ Balance of route, Two Rivers and Manitowoc, Wis. (7.33 miles) covered by closed pouches. (See Table C.)¹⁵ East division, Milwaukee to Appleton.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).			Length.	Width.
Lbs. 748	July 1, 1886	53 16	54 16.30	6	81,380	130.00	2	13 5	7 5	2	1	2
89	Feb. 21, 1887	2 16	1 16	6								
524	July 1, 1886	31 22	32 22	7	59,634	163.38	2	18 12	8 10 1/2	1	1	1
86	May 15, 1884	31 22	32 22	7								
802	July 1, 1886	666 12.50	667 11.40	6	55,469	113.32	1	14 0	7 4	1	1	1
250	July 1, 1886	666 12.50	667 11.40	6								
301	Feb. 4, 1887	48 .18	47 .18	6	102,664	109.03	1	7 6	8 8	3	1	3
271	July 1, 1884	48 .22	47 .22				1	7 1	6 3			
794	July 1, 1884	48 .25	47 .25				1	7 0	6 10			
1,312	July 1, 1884	7 12	8 12	6	63,464	101.38	1	8 2	3 4	2	1	2
297	Aug. 9, 1886	7 10.81	8 10.50				1	6 10	6 4			
1,669	July 1, 1887	12 23.87	11 21.91	6	83,696	133.70	1	21 0	9 4	2	1	2
993	July 1, 1887	6 25.56	5 25.02	6	170,397	136.10	102	15 2	7 7			
1,351	July 1, 1887	6 25.30	5 26.35				102	22 5	9 6	124	1	6
1,775	July 1, 1887	6 21.41	5 22.60				1	24 8 1/2	9 3 1/2			
2,640	July 1, 1887	4 21.29	1 21.20				1	24 8	9 3 1/2	162	1	
263	July 1, 1884	42 12.23	43 10.79	6	31,513	100.68	1	11 0	7 0	1	1	1
861	July 1, 1887	61 25.80	62 25.80	6	115,322	122.81	1	22 0	9 4	3	1	3
1,142	July 1, 1887	61 23.63	62 22.78				1	21 11	9 4			
3,000	July 1, 1887	61 20.82	62 22.73									
224	July 1, 1884	24 23.36	25 24.14	6	50,863	81.25	102	15 0	9 0	2	1	2
211	July 1, 1884	24 21.23	23 18.71	6								
1,305	July 1, 1885	24 14.68	23 26.40	6								
529	July 1, 1885	10 15.47	5 24.50	6								
612	July 1, 1884	10 17.02	5 27.03	6	40,502	129.40	1	17 4	9 0	1	1	1
305	Feb. 15, 1886	31 10	32 10	6	26,849	85.86	1	8 0	5 0	1	1	1
1,019	Feb. 15, 1886	31 10	32 10									
3,138	July 1, 1886	63 20	64 20	7	214,116	146.66	5	22 6	9 1 1/2	4	2	10
1,895	July 1, 1886	63 20	64 20	7			21	29 4	9 4 1/2			
2,735	July 1, 1886	63 20	64 20	7								
1,516	July 1, 1886	63 20	64 20	7								
11,653	July 1, 1886	101 25.50	102 25.50	7	37,378	102.40	1	13 5	9 3	1	1	1

¹⁶ Balance of route Bayfield and Ashland Junction, Wis. (21.34 miles) covered by closed pouches. (See Table C.)
¹⁷ Distance (19.60 miles) covered by Saint Paul, Minn. and Elroy, Wis., R. P. O.
¹⁸ 1 car in reserve.
¹⁹ Covered by lines of the second division (2.20 miles).
²⁰ Runs on route 8045, Ashtabula to Andover, Ohio (24.50 miles).
²¹ 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, daily, except Sunday.

²² 2 miles, Euatla to Fort Mason, Fla.; double daily service.
²³ 29.60 miles, Euatla to Leesburgh; closed pouches.
²⁴ 72.71 miles, shown as Palatka and Bartow R. P. O.
²⁵ 2 helpers out of Atchison, Kans.
²⁶ 7 miles of route 33021, between Washington and Greenleaf, Kans., covered by pouch service. (See Table C.)
²⁷ In reserve.
²⁸ 563.19 miles of route 33010 between Topeka, Kans., and Pueblo, Colo., covered by Kansas City, Mo., and Pueblo, Colo., R. P. O. Leavenworth and Topeka, Kans., R. P. O. also runs over route 33010, between Meriden Junction (n. o.), and Topeka, Kans. (11 miles).

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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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Atchison Junction, Mo., and Atchison, Kans. ¹	7	29.45	Atchison Junction, Mo., Atchison, Kans. (C. R. I. and P.).	28032	29.45
Athens and Union Point, Ga.	4	49.48	Athens, Union Point, Ga. (Ga. R. R.)	15007	49.48
Athol and Springfield, Mass.	1	48.34	Athol, Springfield, Mass. (Bos. and Alb'y).	3068	47.82
Atlanta, Ga., and Artesia, Miss.	4	304.55	Atlanta, Ga., Coalburgh, Ala. (Ga. P. R'y). Coalburgh, Ala., Columbus, Miss. (Ga. P. Rvy.). Columbus, Miss., Artesia, Miss. (Ga. Pac. Rvy.).	15042 18005 18014	176.76 114.82 13.55
Atlanta and Macon, Ga.	4	103.81	Atlanta, Macon, Ga. (Cent. R. R. of Ga.)	15012	103.81 (part)
Atlanta, Ga., and Montgomery, Ala.	4	175.68	Atlanta, West Point, Ga. (A. and W. P. R. R.). West Point, Ga., Montgomery, Ala. (W. R. R. of Ala.).	15003 17001	87.36 86.21
Atlanta and Savannah, Ga.	4	294.08	Atlanta, Macon, Ga. (Cent. R. R. of Ga.) Macon, Savannah, Ga. (Cent. R. R. of Ga.)	15012 (part) 15010	(19) 191.43
Attica and Medicine Lodge, Kans.	7	21.76	Attica, Medicine Lodge, Kans. (S. Kans.)	33048	21.76
Auburn and Freeville, N. Y.	2	39.41	Auburn, N. Y., Freeville, N. Y. (I. A. and W. Div., Lehigh Valley).	6076	39.46
Auburn and Harrisburgh, Pa.	2	59.84	Auburn, Pa., Harrisburgh, Pa. (S. and S. Beh. P. and R.).	8028	59.05
Augusta and Atlanta, Ga.	4	171.59	Augusta, Atlanta, Ga. (Ga. R. R.)	15004	171.59
Augusta and Millen, Ga.	4	53.51	Augusta, Millen, Ga. (Cent. of Ga.)	15005	54.51
Augusta and Portland, Me.	1	63.39	Augusta, Portland, Me. (Me. Central)	496	(15)
Augusta, Ga., and Port Royal, S. C.	1	112.52	Augusta, Ga., Port Royal, S. C. (P. R. and Aug. R. R.).	14010	110.77 (part)
Augusta and Sandersville, Ga.	4	81.05	Augusta, Ga., Sandersville, Ga. (Aug., Glo., and San R. R.).	15048	81.05
Austin, Minn., and Mason City, Iowa.	6	49.74	Austin, Minn., Mason City, Iowa. (Chl., Mil., and St. P.).	26012	41.29
Babylon and New York, N. Y. ¹⁰	2	37.36	Babylon, N. Y., and Long Island City, N. Y. (Long Island).	6093	(17)
Bad Axe and East Saginaw, Mich. ¹²	9	68.23	Bad Axe, East Saginaw, Mich. (S. T. & H.).	24054	68.23 (part)
Baldwin and Grand Rapids, Mich.	9	74.70	Baldwin, Grand Rapids, Mich. (C. & W. M.).	24026	73.98
Baltimore, Md., and Bristol, Tenn.	3	477.57	Baltimore, Hagerstown, Md. (Western Md.). Hagerstown, Md., Roanoke, Va. (Shen. Valley). Roanoke, Va., Bristol, Tenn. (Norfolk and Western).	10066 (part) 11021 11013	(20) 239.80 (21)
Baltimore, Md., and Grafton, W. Va.	3	204.86	Baltimore, Md., Grafton, W. Va. (Balto. and Ohio).	10003 (part)	203.75 (part)

¹ New service; not reported last year.² Service on this line performed by helpers on Trenton, Mo., and Leavenworth, Kans., R. P. O.³ Mails distributed in baggage car.⁴ 2 reserve cars.⁵ Reserve car.⁶ 1 transfer clerk, Birmingham, Ala.⁷ 1 transfer clerk, Macon, Ga.; 1 detailed to office superintendent Fourth Division R. M. S.⁸ Department pays for 40 foot cars only.⁹ 1 detailed to office superintendent Fourth Division R. M. S.; 1 detailed division slip printer.¹⁰ See Atlanta and Macon R. P. O.¹¹ 1 transfer clerk, Savannah, Ga.; 1 helper.¹² Service on this line is performed by helpers on Kansas City, Mo., and Kiowa, Kans. R. P. O.¹³ 1 transfer clerk, Augusta, Ga.¹⁴ Balance of route covered by Bangor and Boston R. P. O., 75.06 miles. This clerk runs in connection with Skow. and Portland R. P. clerk.¹⁵ Covered by Bangor and Boston R. P. O., 62.94 miles.¹⁶ Short run, Sag Harbor and New York R. P. O.¹⁷ 37 miles covered by Sag Harbor and New York R. P. O.¹⁸ Clerks shown on Sag Harbor and New York R. P. O.¹⁹ R. P. O. service established September 11, 1886.²⁰ 80.00 miles covered by the Baltimore and Williamsport R. P. O.²¹ In use between Baltimore and Roanoke.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.				
														Ft.	In.
Lbs. 693	July 1, 1887	51 19		52 19		6	18,436	(7)	(7)	Ft. In.	Ft. In.		(7)		
414	July 1, 1884	22 13.50	21	14	6	25,340	80.90	1	10	0	6	4	1	1	1
404	July 1, 1885	475 23.26	472	21.19	6	30,260	96.68	1	10	11	6	4	1	1	1
426	July 1, 1884	50 21.50	51	22	7	222,322	121.82	24	15	3	8	10	5	1	46
124	Feb. 11, 1885	50 25	51	25											
399	July 1, 1884	50 22.50	51	22											
5,013	July 1, 1884	12 28	11	25	6	64,985	103.81	2	24	0	9	0	2	1	74
7,493	July 1, 1884	50 29	51	29	7	128,246	140.54	84	50	0	9		5	2	912
8,851	July 1, 1884	52 19½	53	17½	7	128,246									
5,013	July 1, 1884	50 29	51	29	7	128,246									
5,013	July 1, 1884	52 19½	53	17½	7	128,246									
5,013	July 1, 1884	2 29	1	29	7	214,678	147.04	3	24	8	9	2	4	1	116
2,157	July 1, 1884	2 29	1	29				44	24	6	9				
657	July 1, 1886	121 21.75	122	21.75	7	15,885	(12)	1	18	2	8	9½			(12)
145	July 1, 1885	83 15.24	84	14.34	6	24,070	78.82	1	7	2	6	6	1	1	1
163	July 1, 1885	20 27.24	0 29.52		6	37,459	119.68	1	8	0	6	8	1	1	1
2,727	July 1, 1884	1 24½	2	23	7	125,261	114.39	2	24	6	8	6	3	1	127
		3 19	4	18	7	125,261	.....	2	15	0	9	0	3	1	
576	July 1, 1884	6 26½	83	13½	6	33,497	107.02	1	24	6	9	0	1	1	1
15,722	July 1, 1885	44 25.44	25 24.99		9	39,682	110.92	1	15	0	6	9	1	1	1
368	July 1, 1884	63 18½	64	25	7	82,140	112.52	2	10	4	6	8	2	1	2
118	Apr. 13, 1887	2 13½	3	13½	6	50,737	162.19	1	24	6	9	0	1	1	1
529	July 1, 1887	32 29.14	31 29.14		6	25,503	81.48	1	12	0	9	3	1	1	1
1,121	Aug. 25, 1885	14 25.50	33 25.80		6	23,387	74.72	1	10	3½	5	8	1	1	(18)
241	Mar. 30, 1887	1 22.38	4 23.02		6	32,887	136.46	1	7	0	6	0	1	1	1
505	July 1, 1884	40 24.13	45 26.76		6	46,762	149.40	1	14	8	9	0	1	1	1
3,576	July 1, 1885	1 28.68	12 30.03		7	348,626	119.39	219	44	6	9	0	6	1	210
2,612	July 1, 1885	3 23.93	2 25.40					21	40	2	8	9			
6,222	July 1, 1885	1 30.10	2 23.57					242	43	7	8	8	2	1	
21,912	July 1, 1885	1 31.47	6 34.90		7	215,248	147.43	25	50	2	9	0	4	2	243
		3 28.20	4 30.92		7	215,248	.....	28	52	2	9	1	4	3	
		5 29.90	2 23.25		7	215,248	.....	(20)					4	2	

¹² This line is in two divisions, 6 clerks performing daily service between Baltimore, Md., and Roanoke, Va., with 2 helpers between Baltimore, Md., and Shenandoah Junction (109.70 miles) (daily except Sunday), and 2 clerks performing daily service between Roanoke, Va., and Bristol, Tenn., with 2 helpers (daily) detailed from the Lynchburgh and Bristol R. P. O.

¹³ 150.16 covered by the Lynchburgh and Bristol R. P. O.

¹⁴ In use between Roanoke and Chattanooga.

¹⁵ Owned by the O. and M. R. R. Co. 1.50 foot and 4.52 foot cars in reserve.

¹⁶ 1 chief clerk and 3 transfer clerks, Baltimore, Md.; 2 transfer clerks, Washington, D. C.; 1 transfer clerk, Cumberland, Md.; 2 to office General Superintendent R. M. S.; 1 clerk, janitor, dormitory, Washington, D. C.; and 3 to P. O. Department; 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).

¹⁷ Cars on this line in use between Baltimore, Md., and Saint Louis, Mo.

¹⁸ Shown in report of Grafton and Chicago R. P. O.

TABLE A^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.	Miles of route for which railroad is paid.
Baltimore, Md., and Lexington, Va.	3	<i>Miles.</i> 258.32	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio). Harper's Ferry, W. Va., Lexington, Va. (Balto. and Ohio).	10003 (part) 12001	(1) 165.54
Baltimore, Md., and Martinsburgh, W. Va.	3	101.32	Baltimore, Saint Denis, Md. (Balto. and Ohio). Saint Denis, Washington Junction (n. o.), Md. (Balto. and Ohio). Washington Junction (n. o.), Md., Martinsburgh, W. Va. (Balto. and Ohio).	10003 (part) 10017 (part) 10003 (part)	(2) (3) (7)
Baltimore, Md., and Washington, D. C.	3	43.37	Baltimore, Md., Washington, D. C. (Baltimore and Potomac).	10013 (part)	(8)
Baltimore and Williamsport, Md.	3	94.12	Baltimore, Williamsport, Md. (Western Md.).	10006	92.14
Baltimore, Md., and Winchester, Va.	3	114.48	Baltimore, Md., Harper's Ferry, W. Va. (Baltimore and Ohio). Harper's Ferry, W. Va., Winchester, Va. (Baltimore and Ohio).	10017 (part)	81.13
Bangor and Bar Harbor, Me.	1	51.60	Bangor, Bar Harbor, Me. (Me. Central)....	24	50.45
<i>Bangor, Me., and Boston, Mass.</i>	1	245.90	Bangor, Portland, Me. (Me. Central)..... Portland, Me., Boston, Mass. (Boston and Maine).	6 300	138.00 109.35
Bangor and Bucksport, Me.	1	19.24	Bangor, Bucksport, Me. (Me. Central).....	13	20.55
Bartow and Trabue, Fla.	4	75.30	Bartow, Trabue, Fla. (Fla. So. R. R.).....	16926	75.30
Batavia and Buffalo, N. Y.	2	47.29	Batavia, N. Y., and Tonawanda, N. Y. (N. Y. C. & H. R.). Tonawanda, N. Y., and Buffalo, N. Y. (N. Y. C. & H. R.).	6014 (part) 6016 (part)	1536.00 (10)
Bath and Lewiston, Me.	1	28.47	Bath, Brunswick, Me. (Me. Central)..... Brunswick, Lewiston, Me. (Me. Central)...	11 (part) 19 3 (part)	(11) 15.03
Bayard and New Philadelphia, Ohio.	5	32.31	Bayard, New Philadelphia, Ohio (Pa. Co).	21008	32.41
Bay City and Jackson, Mich. ¹⁹	9	115.00	Bay City, Jackson, Mich. (Mich. Central),	24009	114.81
²⁰ Bay City, Wayne, and Detroit, Mich. ²¹	9	121.41	Bay City, East Saginaw, Mich. (F. & P. M.). East Saginaw, Wayne, Mich. (F. & P. M.). Wayne, Detroit, Mich. (Mich. Cent.).....	24048 (part) 24015 (part) 24006 (part)	17.21 (12) (13)
Beardstown and Shawneetown, Ill.	6	228.35	Beardstown, Shawneetown, Ill. (Ohio and Miss.).	23053 (part)	229.08
Beaumont and Bluff, Kans. ²²	7	106.14	Beaumont, Bluff, Kans. (St. L. & S. F.).....	33049	106.14
Belfast and Burnham, Me.	1	33.95	Belfast, Burnham, Me. (Me. Cen.).....	4	33.29
Bellaire and Zanesville, Ohio.	5	112.69	Bellaire, Zanesville, O. (Bell. Zanes. & Cin.)	21003	112.57

¹95 miles, Baltimore, Md., via Washington, D. C., to Harper's Ferry, W. Va., covered by the Baltimore and Grafton R. P. O.

²1 in reserve.

³1 helper between Staunton and Winchester, 94 miles, daily (except Sunday).

⁴9 miles covered by the Baltimore and Grafton R. P. O.

⁵Clerks on this line alternately, for 3 days, relieve clerk in the Baltimore and Winchester R. P. O. every 6 days, making runs of all clerks on both lines 6 days on and 3 days off duty.

⁶59.75 covered by the Baltimore and Winchester R. P. O.

⁷81.25 miles covered by the Baltimore and Grafton R. P. O.

⁸41.70 miles covered by the New York and Washington R. P. O.

⁹In reserve.

¹⁰This clerk runs 6 days on and 3 off, being relieved by clerks in the Baltimore and Martinsburgh R. P. O.

¹¹32 miles covered by the Baltimore and Lexington R. P. O.

¹²3 in reserve.

¹³One clerk detailed as chief clerk Portland, Me.; one clerk detailed as assistant to chief clerk; one clerk detailed as transfer clerk, Bangor, Me.; one clerk detailed as transfer clerk at Portland, Me.; one clerk detailed to superintendent's office, Boston, Mass.; two clerks as short-stops between Portland and Boston, 108.80 miles.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Train No. inward.					Length.	Width.			
Lbs.		Average speed (miles).	Average speed (miles).					Ft. In.	Ft. In.			
21,912	July 1, 1885	9 30.66	10 24.25	6	161,708	129.16	23	21 0	9 0	4	1	25
1,170	July 1, 1885	409 20.89	410 20.89									
21,912	July 1, 1885	63 32.35	60 21.00	6	63,426	101.32	1	18 0	9 0	62	1	2
813	July 1, 1885	63 25.97	60 18.84									
21,912	July 1, 1885	63 26.78	60 22.05									
57,708	July 1, 1885	57 26.94	52 26.94	6	27,150	86.74	124	14 7	8 7	1	1	1
3,576	July 1, 1885	17 21.05	8 23.25	6	53,919	94.12	2	19 6	8 2	2	1	2
813	July 1, 1885	60 26.27	70 25.57	6	71,064	223.96	1	10 6	8 2	101	1	1
1,176	July 1, 1885	409 27.42	470 28.65									
699	July 1, 1885	115 15.97	114 15.19	6	31,926	102.00	32	18 16	6 7	1	1	1
15,122	July 1, 1885	64 31.53	11 23.45	6	153,933	122.95	1	60	9 1	4	4	19 25
		2 23.41	71 21.01	7	179,507	.....	1	60 0	9 1	4	3	
29,499	July 1, 1885	64 27.41	11 24.00	6	.....	.....	1	60 0	9 1			
		2 24.99	71 25.48	7	.....	.....	1	60 0	9 1			
676	July 1, 1885	101 15.93	100 15.03	6	12,044	76.96	141	40 0	9 0			
		105 16.12	104 13.23	6	12,044	.....	1	16 2	6 10	1	1	1
231	Nov. 22, 1886	45 15	46 16	6	47,138	150.60	1	9 6	6 4	1	1	1
241	July 1, 1885	61 15.96	62 17.28	6	29,666	94.78	1	6 0	6 0	1	1	1
8,979	July 1, 1885	61 8.22	62 12.00	6	.....	.....	(17)	.....	.....	(17)		
2,697	July 1, 1887	55 28.99	62 14.91	6	17,822	113.88	1	15 6	7 5	1	1	1
		65 26.10	74 20.88	6	17,822	.....	141	16 0	7 3			
870	July 1, 1885	55 20.41	62 25.86									
500	July 1, 1884	65 16.16	74 25.86	30 6	20,226	120.24	212	15 6	8 6	1	1	1
		51 24.31	53 11.11	6	20,226	.....	1	16 10	8 7	4	1	4
1,423	July 1, 1884	53 16.20	51 25.93	6	71,990	115.00	1	17 0	8 11			
		72 25.37	73 22.84	6	71,990	.....	1	17 0	8 11			
1,300	July 1, 1884	405 24.82	402 24.82	6	76,003	121.41	1	20 0	8 10	2	1	(15)
2,653	July 1, 1884	5 27.74	2 25.19	6	.....	.....				
16,713	July 1, 1884	42 32	33 32	6	.....	.....				
417	July 1, 1887	29 19.24	21 30.29	6	142,947	114.17	1	16 8	9 3	4	1	4
		22 16.14	23 17.61	6	.....	.....	1	16 4	9 4			
				6	.....	.....	1	15 0	9 0			
				6	.....	.....	271	14 0	9 0			
225	Apr. 2, 1887	3 23.50	4 23.50	7	77,482	106.14	(19)	.....	.....	2	1	2
612	July 1, 1885	86 22.06	80 22.06	6	21,252	135.80	1	17 5	7 7	1	1	1
		88 22.06	87 22.06	6	21,252	.....					
243	July 1, 1884	115.71	215.53	6	70,544	112.69	213	12 0	7 8	2	1	

¹⁴ Reserve car.
¹⁵ 50.62 miles covered by Canandaigua and Batavia R. P. O.
¹⁶ 11 miles covered by Suspension Bridge and Buffalo R. P. O.
¹⁷ Cars and clerks shown on Route 6014.
¹⁸ Covered by Rockland and Portland R. P. O. 9.17 miles.
¹⁹ 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.)
²⁰ Clerk makes two round trips daily, except Sunday.
²¹ 1 car in reserve.

²² Double service daily, except Sunday.
²³ Runs on route 24016, 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 24008, Wayne to Detroit, Mich. (18.16 miles).
²⁴ Shown in report of Ludington and Toledo R. P. O.
²⁵ Shown in report of Detroit and Chicago R. P. O.
²⁶ Clerks appointed to Ludington and Toledo R. P. O.
²⁷ Reserve.
²⁸ Reported last year as Beaumont and Winfield, Kans.; increased distance, 63.25 miles.
²⁹ Mails distributed 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.	Initial and terminal stations, running from east to west, north to south, or northwest to southwest (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Belle Plaine and Muchakinock, Iowa.	6	62.90	Belle Plaine, Muchakinock, Iowa (Chi. & No. West.).	27049	62.90
Belle Plaine and Stafford, Kans. ¹	7	91.90	Belle Plaine, Stafford, Kans. (D. M. & A.).	33058	91.90
Bellevue and Cascade, Iowa	6	36.32	Bellevue, Cascade, Ia. (Chi., Mil. & St. P.).	27053	36.29
Beloit and Solomon City, Kans.	7	57.86	Beloit, Solomon City, Kans. (Solomon)....	33025	57.86
Belton and Walhalla, S. C.	4	43.84	Belton, Walhalla, S. C. (R. & D. R. R.)....	14016	43.92
Belvidere, N. J., and Philadelphia, Pa.	2	102.54	Mannunka Chunk, Trenton, N. J. (Penna.).	7008	67.80
			Trenton, N. J., Philadelphia, Pa. (Penna.).	7004	(⁹)
Bement and Effingham, Ill.	6	62.20	Bement, Shumway, Ill. (Wab., St. L. & Pac.)	23068	52.00
			Shumway, Effingham, Ill. (Wab. St. L. & Pac.).	23063	8.75
Bennington, Vt., and Chatham, N. Y.	2	57.79	Bennington, Vt., Chatham, N. Y. (N. Y. R. & M.).	6054	57.60
Benson and Nogales, Ariz.	8	88.50	Benson, Nogales, Ariz.	40002	88.50
Benton Harbor, Mich., and Anderson, Ind.	5	164.95	Benton Harbor, Mich., Anderson, Ind. (Cin., Wab. and Mich.).	22022	164.68
Berlin and Salisbury, Md.	2	23.86	Berlin, Salisbury, Md. (Wico. and Pooe.)..	*10009	23.86
				(part)	
Bethany Junction, Iowa, and Grant City, Mo.	6	44.28	Bethany Junction (n. o.) Iowa, Grant City, Mo. (Chi., Bur. & Q'cy).	1032006	44.23
Bethlehem and Philadelphia, Pa.	2	1157.60	Bethlehem, Philadelphia, Pa. (Phil. and Reading).	8004	56.10
Big Rapids and Detroit, Mich. ¹⁷	0	190.70	Big Rapids, Ionia, Mich. (D. L. & N.).....	24016	68.09
			Ionia, Detroit, Mich. (D. L. & N.).....	24017	(¹⁸)
				(part)	
Big Rapids and Holland, Mich. ²⁰	0	91.00	Big Rapids, Holland, Mich. (C. & W. M.)..	24022	91.00
Billings and Helena, Mont.	6	240.25	Billings, Helena, Mont. (North. Pac.).....	*126001	240.25
				(part)	
Binghamton and New York, N. Y.	2	208.70	Binghamton, N. Y., Washington, N. J. (D. L. and W.).	8019	140.50
			Denville, N. J., Washington, N. J. (D. L. and W.).	7013	(²⁰)
			Denville, N. J., Hoboken, N. J. (D. L. and W.).	7023	34.30
Bloomington and Roodhouse, Ill.	6	110.75	Bloomington, Roodhouse, Ill. (Chi. & Alton).	23018	111.27
Bluffs, Ill., and Hannibal, Mo.	6	50.01	Bluffs, Ill., Hannibal, Mo. (Wab., St. L. & Pac.).	23025	50.01
Bollvar and No. Springfield, Mo.	7	39.42	Bollvar, No. Springfield, Mo. (St. L. & S. F.).	29938	39.42
Boone and Des Moines, Iowa.	6	43.30	Boone, Des Moines, Iowa (St. L., D. M. & North.).	27081	43.80
Boonville and Versailles, Mo.	7	44.69	Boonville, Versailles, Mo. (Mo. Pac.).....	28908	44.69
Boston, Mass., and Albany, N. Y.	1	203.25	Boston, Mass., Albany, N. Y. (Boe. and Alby.).	8025	201.29

¹ New service; not reported last year.² 1 car in reserve.³ 33.80 miles covered by New York and Washington R. P. O.⁴ Cars and clerk shown on route 7008.⁵ Increase.⁶ Balance of route covered by Chicago, Decatur, Ill., and Saint Louis, Mo., R. P. O. (152.86 miles), and between Shumway and Alkamtout (10.53 miles) covered by closed pouches. (See Table C.)⁷ Reported last year as Beaumont and Winfield, Kans.; increased distance 63.25 miles.⁸ On reserve car.⁹ Balance of route, 7.19 miles, covered by closed-pouch service. (See Table C.)¹⁰ Balance of route, 50.45 miles, covered by Des Moines, Iowa, and Saint Joseph, Mo., R. P. O.¹¹ Distance on trains 308 and 315—57.60 miles.¹² Triple daily service outward and double inward except Sunday.¹³ Clerks deadhead over route one way twice daily.¹⁴ Distance on trains 301, 310, and 314—57.36 miles.¹⁵ On train 301—2 clerks.¹⁶ Clerks shown on train 301.¹⁷ Runs 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.¹⁸ Shown in report of Howard City and Detroit R. P. O.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
320	July 1, 1887	101 20.40	162 19.86	6	39,375	125.80	1	12 2	7 5	1	1	1		
258	Jan. 17, 1887	223 18.50	224 22.00	7	67,087	91.90	2	16 4	6 10	2	1	2		
159	July 1, 1887	25 9.89	26 10.86	6	22,736	72.64	1	7 2	5 10	1	1	1		
164	July 1, 1883	272 23.40	271 23.40	7	42,238	115.72	1	25 2	9 0	1	1	1		
442	July 1, 1884	53 21	52 21	6	27,444	87.68	1	13 8	8 10	1	1	1		
1,081	July 1, 1885	573 28.62	554 31.26	6	64,190	205.08	1	15 6	8 3	1	1	1		
136,401	July 1, 1885	47 21.54	54 20.64	0	-----	-----	(4)	-----	-----	(4)	-----	-----		
1,085	July 1, 1887	85 14.35	84 21.76	6	38,975	124.52	1	15 6	8 3	1	1	1		
418	July 1, 1887	85 15.17	84 17.48	6	-----	-----	1	11 5	8 11	1	1	1		
354	July 1, 1885	4 16.86	5 17.70	0	30,176	115.58	1	14 0	7 0	1	1	1		
420	July 1, 1886	1 11.95	2 12.10	7	64,605	88.50	3	12 0	7 0	2	1	2		
534	July 1, 1884	2 27.45	1 25.83	0	103,259	164.95	1	15 6	8 9	2	1	2		
133	July 1, 1885	1 15.90	5 16.80	6	14,936	47.72	1	18 0	8 9	1	1	1		
901	July 1, 1887	47 79.83	48 11.29	6	27,719	88.56	1	9 8	4 1	1	1	1		
5,094	July 1, 1885	¹³ 308 31.26	¹³ 315 24.66	6	¹³ 30,057	¹³ 53.69	1	15 0	7 6	1	1	3		
880	July 1, 1884	¹⁴ 410 30.42	¹³ 301 26.46	6	35,907	-----	1	15 0	7 6	1	1	¹⁰²		
2,107	July 1, 1884	¹³ 314 31.26	-----	3	17,953	-----	1	15 4	7 6	1	1	(16)		
821	July 1, 1884	4 27	7 23.14	6	119,378	127.13	2	20 0	8 10	3	1	¹⁹⁴		
2,107	July 1, 1884	6 25.41	5 34.16	6	-----	-----	5	-----	-----	-----	-----	-----		
821	July 1, 1884	28 13.92	21 15.51	6	56,966	91	1	11 6	9 0	2	1	2		
11,448	July 1, 1887	1 21.35	2 21.20	7	175,382	129.12	(22)	-----	-----	4	1	4		
2,604	July 1, 1885	2 27	1 26.76	6	130,646	139.13	2	20 0	9 0	3	2	6		
3,229	July 1, 1885	2 31.86	1 30.90	6	-----	-----	(23)	20 0	9 0	(23)	-----	-----		
2,897	July 1, 1885	2 33.18	1 31.62	6	-----	-----	(24)	-----	-----	(24)	-----	-----		
1,383	July 1, 1887	6 24.22	5 26.12	6	69,330	110.75	²⁶	40 0	9 1	2	1	2		
1,417	July 1, 1887	43 22.23	42 27.27	6	31,306	100.02	1	13 2	7 8	1	1	1		
257	July 1, 1887	46 13.00	45 13.00	0	24,677	78.84	(27)	17 5	8 7 ¹	1	1	1		
4,306	July 1, 1887	2 21.65	1 19.24	6	27,106	65.60	1	8 4	5 10	1	1	1		
467	July 1, 1887	206 15	207 11.50	6	27,976	139.28	1	8 4	6 5	1	1	1		
42,810	July 1, 1885	208 12.50	205 16	6	²⁹ 15,650	-----	1	45 1	8 6	4	3	²⁰³⁷		
		1 25.25	32 25.80	6	127,234	101.62	1	45 1	8 9	-----	-----	-----		
		111 26.35	56 33.21	6 ¹	137,803	-----	2	56 7	8 9	4	4	-----		
							³¹	27 7	8 7	-----	-----	-----		

¹⁹ One clerk assigned as helper between Detroit and Ionia in Big Rapids and Detroit, and Howard City and Detroit R. P. O's.

²⁰ In connection with the Muskegon and Allegan R. P. O., gives double service between Muskegon and Holland, Mich. (35.59 miles), daily except Sunday.

²¹ Balance of route (1,040.02 miles) covered by Saint Paul, Minn. and Mandan, Dak.; Mandan, Dak., and Glendive, Mont.; Glendive and Billings, Mont.; and Helena, Mont., and Portland, Oreg., R. P. O's.

²² Cars run through between Mandan, Dak., and Portland, Oreg. (See, Mandan, Dak., and Glendive, Mont., R. P. O.)

²³ In reserve.

²⁴ 33.59 miles covered by New York, Dover and Eastern R. P. O.

²⁵ Cars and clerks shown on route 8019.

²⁶ Whole car.

²⁷ Reserve.

²⁸ Mails distributed in baggage car.

²⁹ Double daily service between Boonville and Tipton, Mo. (25 miles), which is an increase over last year.

³⁰ 1 clerk detailed as chief clerk; 2 clerks detailed to superintendent's office; 6 clerks on short run between Boston and Springfield, Mass. (99.44 miles).

³¹ Reserve car.

TABLE A^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.	Miles of route for which railroad is paid.
Boston, Mass., and Albany, N. Y. (short run).	1	<i>Miles.</i> 99.44	Boston, Springfield, Mass. (Bos. and Alb.)	13025 (part)	(7)
Boston, Clinton, and Fitchburg, Mass.	1	62.49	Boston, South Framingham, Mass. (Bos. and Alb.), South Framingham, Fitchburg, Mass. (Old Colony).	3025 (part) 3051 (7 part)	(2) 40.47
Boston, Corners, and Poughkeepsie, N. Y.	2	38.06	Boston, Corners, N. Y., Poughkeepsie, N. Y. (N. Y. and Mass.)	6079	38.11
Boston, Mass., and Greenville, N. H.	1	60.33	Boston, Ayer, Mass. (Fitch.)	*3021 (part)	(9)
Boston, Mass., and Hopewell Junction, N. Y.	1	215.23	Ayer, Mass., Greenville, N. H. (Fitch.)	3024 (part)	23.96
Boston, Mass., and Hopewell Junction (short run).	1	118.30	Boston, Mass., Hopewell Jct., N. Y. (N. Y. N. Eng.).	5007	214.94
Boston, Mass., Nashua and Keene, N. H.	1	96.22	Boston, Mass., Hartford, Conn. (N. Y. N. Eng.).	115007 (part)	(17)
<i>Boston, Mass., and New York N. Y. (short run).</i>	1	135.73	Boston, Mass., Nashua, N. H. (Bos. and Low.).	3016 (part)	(14)
<i>Boston, Mass., Providence, R. I., and New York, N. Y.</i>	1	233.97	Nashua, Keene, N. H. (Bos. and Low.)	1011	65.81
			Springfield, Mass., New York, N. Y. (N. Y., N. H. and Hart.).	5005	(13)
			Boston, Mass., Providence, R. I. (Bos. and Prov.).	3035	44
			Providence, R. I., Groton, Conn. (N. Y., P. and Bos.).	4002	61.80
			New London, New Haven, Conn. (N. Y., N. H. and H.).	5004	51.78
			New Haven, Conn., New York, N. Y. (N. Y., N. H. and H.).	195005 (part)	(20)
<i>Boston and Springfield, Mass., and New York, N. Y.</i>	1	235.17	Boston and Springfield, Mass. (Bos. and Alb.).	213025 (part)	(27)
			Springfield, Mass., New York, N. Y. (N. Y., N. H. and H.).	5005	136
Boston, Mass., and Troy, N. Y.	1	191.61	Boston, Greenfield, Mass. (Fitch.)	3021	105.40
			Greenfield, North Adams, Mass. (Fitch.)	3022	37.35
			North Adams, Mass., Troy, N. Y. (Fitch.) (Troy div.).	6007	48.15
Boston and Wellfleet, Mass. . . .	1	106.56	Boston, South Braintree, Mass. (Old Col.).	3038	11.30
			South Braintree, Middleborough, Mass. (Old Col.).	233039 (part)	23.09
			Middleborough, Wellfleet, Mass. (Old Col.).	233041 (part)	71.91

¹ Balance of route covered by Boston and Albany R. P. O. (102.66 miles).

² Covered by Boston and Albany R. P. O. (98.63 miles).

³ Shown in column 17.

⁴ Balance of route covered by Boston and Albany R. P. O. (180.93 miles).

⁵ Covered by Boston and Albany R. P. O. (21.21 miles).

⁶ Reserve car.

⁷ Balance of route covered by Lowell and Taunton R. P. O. (32.26 miles) and closed-pouch service between Taunton and New Bedford (20.91 miles). (See Table C.)

⁸ Balance of route covered by Boston and Troy R. P. O. (69.33 miles).

⁹ Covered by Boston and Troy R. P. O. (36.07 mls.)

¹⁰ On the a. m. run west there are 2 clerks to Bristol, Conn., the second clerk stopping there, and returning with Boston and Hopewell Junction short run east next morning; on the Boston and Hopewell Junction short run there are 4 clerks,

2 on a. m. east from Hartford, and one 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's run, two-thirds of the time, daily average 100.02 miles; 1 clerk detailed as transfer clerk, Boston, Mass.; 1 clerk detailed as transfer clerk, Hartford, Conn.

¹¹ Balance of route covered by Boston and Hopewell Junction R. P. O. (97.64 miles).

¹² Covered by Boston and Hopewell Junction R. P. O. (117.30 miles).

¹³ Shown in column 17, Boston and Hopewell Junction R. P. O. (See column remarks that line).

¹⁴ Covered by Saint Albans and Boston R. P. O. (39.85 miles).

¹⁵ Covered by Boston, Springfield and New York R. P. O. (136.00 miles).

¹⁶ Shown in column 17 Boston, Springfield and New York R. P. O.

¹⁷ Reserve car. These clerks register at depot at Springfield, Mass., and New York, N. Y.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).			Length.	Width.		
42,810	July 1, 1885	109	23.67	24	26.30	6	62,249	99.44	1	<i>Ft. In.</i> 27 9	8 3	2	2	(⁹)	
42,810	July 1, 1883		7.32	62	24.48	6	39,118	124.98	1	14 0	6 0	1	1	1	
1,330	July 1, 1885		7.23	44	29.30				1	14 0	6 6				
199	July 1, 1885		3	20.76	4	20.76	6	23,825	76.12	1	9 0	6 11	1	1	1
6,568	July 1, 1883		122	24	451	21.85	6	37,766	120.66	1	16 0	8 9	1	1	1
521	July 1, 1883		122	23.53	451	23.53				1	8 9	6 3			
5,042	July 1, 1883		47	27.72	80	27.54	6	134,733	107.61	1	18 2	8 11	4	1	18 12
5,042	July 1, 1885		61	25.59	66	29.32	6	74,055	118.30	1	17 4	9 0	2	(¹⁸)	(¹⁸)
14,363	July 1, 1885		29	23.83	248	25.90	6	60,233	96.22	1	18 2	8 11			
1,012	July 1, 1885		29	23.83	248	25.90				1	14 2	7 0	2	1	2
64,611	July 1, 1885		29	23.94	248	22.65				1	13 5	6 10			
64,611	July 1, 1885		14	29.08	5	25.13	6	84,966	105.48	2	55 4	8 7	4	4	(¹⁹)
11,507	July 1, 1885	A	33		73	31.05	7	170,141	116.53	17	51 8	8 0			
12,702	July 1, 1885	A	24	77	73	29.53				2	55 0	8 8	4	4	18 19
13,103	July 1, 1885	A	30	90	73	27.79									
64,611	July 1, 1885	A	29	68	73	30.51									
11,597	July 1, 1885		13	32.87	13	35.86	6	147,217	117.58	1	55 0	8 8	4	6	28 84
			75	39.71	43	38.67	14	343,348	-----				4	1	
			63	26.98	71	26.45									
64,611	July 1, 1885		13	24.82	13	36.35				1	55 0	8 8	4	6	
			75	38.59	43	39.34				1	54 6	8 8			
			63	29.82	71	29.82				1	54 6	8 8			
6,568	July 1, 1885		54	23.03	33	27.60	6	119,591	95.52	1	35 4	8 7			
			34	28.66	35	29.73	6	119,591		1	39 0	8 3	4	2	28 19
4,302	July 1, 1883		54	29.66	33	24.44				1	17 0	8 8	4	2	
			34	29.19	35	27.12				1	31 11	8 5			
6,909	July 1, 1883		54	27.30	33	26.11				1	16 11	8 5			
			34	30.28	35	31.92				1	15 10	8 9			
9,471	July 1, 1883		47	32.16	86	33.78	6	66,707	106.56	1	18 0	6 6	2	2	28 11
			133	33.78	190	32.16	6	66,707		1	15 0	6 6	2	2	
1,983	July 1, 1883		47	31.48	86	27.16				1	20 6	9 2	2	2	
			133	33.78	190	31.48				1	20 6	9 2	2	2	
2,627	July 1, 1885		47	26.94	86	29.42				1	21 5	8 7			
			133	26.60	190	21.76									

¹⁸ 1 clerk detailed as transfer clerk, Providence, R. I.; 1 clerk detailed as transfer clerk, New London, Conn.; 1 clerk detailed as transfer clerk, Saybrook Junction, Conn.
¹⁹ Balance of route covered by Boston, Springfield and New York R. P. O. (62.77 miles). These clerks register at depot at New York, N. Y. Two clerks are detailed to this line from the Boston and Providence R. P. O.
²⁰ Covered by Boston, Springfield and New York R. P. O. (73.23 miles).
²¹ Balance of route covered by Boston and Albany R. P. O. (102.66 miles).
²² Covered by Boston and Albany R. P. O. (98.63 miles).
²³ 16 clerks on Boston and New York short run. (See column remarks and columns 15 and 16 that line, 1 clerk detailed as chief clerk, New York, N. Y.; 2 clerks detailed as chief clerk, Boston, Mass.; 6 clerks detailed to superintendent's office; 1 clerk detailed as transfer clerk, New Haven, Conn.; 3 clerks detailed as transfer

clerk, Springfield, Mass.; 1 clerk detailed as transfer clerk, Hartford, Conn.; 1 clerk detailed as transfer clerk, Worcester, Mass.; 2 clerks detailed as transfer clerks, Boston, Mass.
²⁴ 4.30 p. m. messengers. No apartment in car, mail worked in baggage car.
²⁵ 1 clerk detailed as transfer clerk, Boston, Mass. 2 clerks as short stops, daily average 90.67 miles.
²⁶ Reserve car. These clerks register at depot at Troy, N. Y.
²⁷ 2 clerks detailed as transfer clerks, Boston, Mass.; 1 clerk as short stop between Boston and Yarmouthport, daily average, 117.23 miles. These clerks register at depot at Wellfleet, Mass.
²⁸ Balance of route covered by closed pouch service between Middleborough and Newport (38.16 miles). (See Table C.)
²⁹ Balance of route covered by closed-pouch service between Wellfleet and Provincetown (14.36 miles). (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 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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Boundary Line (n. o.) and Presque Isle, Me. ¹	1	39.00	Andover, N. B., Presque Isle, Me. (N. Bruns.)	1	3,051
Boundary Line and Saint Paul, Minn.	6	391.80	Boundary Line (n. o.), Junction (n. o.), Minn., St. P., Minn. and Man.). Saint Vincent, Saint Cloud, Minn. (St. P., Minn. and Man.). Saint Cloud, Minneapolis, Minn. (St. P., Minn. and Man.). Minneapolis, St. Paul, Minn. (St. P., Minn. and Man.).	26035 26004 26040 26006 (part)	263 315.90 64.81 (?)
Bound Brook, N. J., and Philadelphia, Pa.	2	59.96	Bound Brook, N. J., Jenkintown, Pa. (P. and R.). Jenkintown, Philadelphia, Pa. (P. and R.).	8103 8004 (part)	49.27 (?)
Bowie and Pope's Creek, Md....	3	49.14	Bowie, Pope's Creek, Md. (Pope's Creek br. B. and P.).	10014	49.01
<i>Bowling Green, Ky., and Memphis, Tenn.</i>	5	264.07	Bowling Green, Ky., Memphis, Tenn. (Louis. and Nash.).	20008	263.15
Branch Junction and Pittsburgh, Pa.	2	70.85	Branch Junction, Blairsville, Pa. (Penna.)	8042 (part)	(?)
Branchville and Waterloo, N. J.	2	22.02	Blairsville, Allegheny, Pa. (Penna.)..... Branchville, Branchville Junction, N. J. (Sussex).	8039 7048	67.84 6.57
		*12.68	Branchville Junction, Waterloo, N. J. (Sussex).	7025 (part)	*14.86
Brattleborough, Vt., and Palmer, Mass.	1	56.33	Brattleborough, Vt., Palmer, Mass. (N. L. Northern).	*43062 (part)	56.28
Bremond and Albany, Tex. . . .	7	230.80	Bremond, Albany, Tex. (H. and T. C.).	31005	230.80
Brewster and New York, N. Y.	2	02.19	Brewster, New York, N. Y. (N. Y. City and Northern).	6017	54.62
<i>Bristol and Chattanooga, Tenn.</i>	3	242.37	Bristol, Chattanooga, Tenn. (E. Tenn., Va., and Ga.).	19002	242.17
Brunswick and Albany, Ga....	4	171.73	Brunswick, Albany, Ga. (B. and W. R. R.).	15023	171.73
Buda and Yates City, Ill.	6	48.35	Buda, Elmwood, Ill. (Chi., Rnrl. and Qcy.) Elmwood, Yates City, Ill. (Chi., Burl. and Qcy.)	23072 23009 (part)	45.37 (*)
Buffalo, N. Y., and Emporium, Pa.	2	121.55	Buffalo, N. Y., Emporium, Pa. (B., N. Y. and P.).	6058	121.37
Buffalo and Jamestown, N. Y..	2	69.48	Buffalo, Jamestown, N. Y. (B. S. and W. Div., N. Y., L. E. and W.).	6091	69.24
Buffalo, N. Y., and Kent, Ohio.	2	238.00	Buffalo, Jamestown, N. Y. (N. Y., L. E. and W.). Jamestown, N. Y., Pymatuning, Pa. (N. and Y., L. E. W.). Pymatuning, Sharpville, Pa..... Sharpville, Pa., Leavittsburg, Ohio.....	21034 (part) 21005 (part) 21034 (part)	*102.50 *17.62
			Leavittsburg, Kent, Ohio (N. Y., L. E. and W.).	21034 (part)	*27.13

¹ R. P. O. service established 23d March, 1887.² One clerk detailed to transfer duty at Saint Paul, Minn.³ Distance (10.68 miles) covered by Necha, Dak. and Saint Paul, Minn., R. P. O.⁴ 10.10 miles covered by Bethlehem and Philadelphia R. P. O.⁵ Car and clerk shown on route 8103.⁶ One clerk detailed to transfer duty at Milan, Tenn.⁷ 2.80 miles covered by Indiana and Branch Junction R. P. O.⁸ Car and clerk shown on route 8042.⁹ Short run between Newton and Waterloo.¹⁰ 8.63 miles covered by closed-pouch service. (See Table C.)¹¹ Clerks shown on trains 206 and 208.¹² Double daily service, except Sunday, between Newton and Waterloo.¹³ In reserve.¹⁴ Balance of route covered by Palmer and New London R. P. O., 65.11 miles.¹⁵ Service performed daily between Bremond and Walnut, Tex., 89.00 miles, and tri-weekly between Walnut and Albany, Tex., 141.89 miles. Last year there was daily service over entire line.¹⁶ In reserve at Austin, Tex.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).				Length.	Width.
26	Apr. 6, 1886	51	27.52	52	28.53	6	6,708	78.00	2	<i>Ft. In.</i> 24	10	1	1	1
2,636	July 1, 1887	4	21.34	3	22.48	7	286,014	130.60	3	24	6 9 4	6	1	7
4,406	July 1, 1887	4	21.34	3	22.48									
6,586	July 1, 1887	4	26.54	3	25.65									
4,937	July 1, 1887	4	18.31	3	16.02									
297	July 1, 1885	572	20.10	557	26.58	6	37,535	119.92	1	13	0 6 4	1	1	1
5,094	July 1, 1885	572	21.60	557	20.88	6	-----	-----	(6)	-----	-----	(6)		
256	July 1, 1885	95	11.23	96	12.17	6	30,762	98.28	1	9	7 8 9	1	1	1
7,963	July 1, 1884	3	24.29	2	23.22	7	192,771	132.03	2	45	0 9 0	4	2	9
699	July 1, 1885	3	16.80	2	16.80	6	44,352	141.70	1	15	8 6	1	1	1
700	July 1, 1885	3	16.38	2	24.96	6	-----	-----	(6)	-----	-----	(6)		
188	July 1, 1885	206	19.08	203	19.08	6	13,784	69.40	1	5	6 6 9	1	1	1
336	July 1, 1885	206	21.18	203	22.26	6	-----	-----		-----	-----	(11)		
1,587	July 1, 1885	44	22.85	33	25.20	6	17,938	-----	1	5 8	8 8	(11)		
766	July 1, 1886	33	15	34	13	(16)	109,240	106.63	3	17 8	9 4	3	1	3
380	July 1, 1885	12	17.04	1	18.30	6	738,931	124.38	1	8 4	6 10	1	1	1
6,520	July 1, 1884	1	25.09	2	25.03	7	176,930	121.18	(18)	-----	-----	4	2	16
438	July 1, 1884	3	25.92	4	28.74	7	176,930	-----		-----	-----	4	2	
258	July 1, 1884	1	23	2	20	7	125,363	114.46	2	14 6	7 0	3	1	15
450	July 1, 1887	51	28.65	52	27.22	6	30,267	96.70	1	13 8	7 0	1	1	1
1,759	July 1, 1887	51	18	52	31.20	-----	-----	-----	1	11 11	6 11	-----		
1,492	July 1, 1885	2	23.10	3	23.10	6	76,090	121.55	1	20 0	9 0	2	1	2
740	July 1, 1885	9	25.14	6	25.14	6	43,494	106.80	1	19 6	9 11	-----		
740	July 1, 1885	3	25.14	12	28.62	7	173,740	119.00	2	16 0	9 0	1	1	1
2,040	July 1, 1884	3	27.33	12	28.60	7	-----	-----	-----	-----	-----	4	1	17
3,814	July 1, 1884	3	28	12	28	7	-----	-----	-----	-----	-----	-----		
2,040	July 1, 1884	3	27.15	12	28	7	-----	-----	-----	-----	-----	-----		

¹⁷ Clerk runs from 155th street to Park Place, New York, on Metropolitan Elevated R. R. Distance 10 miles.

¹⁸ 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.

¹⁹ 1 transfer clerk, Albany, Ga., 1 transfer clerk Way Cross, Ga.

²⁰ Reserve car.

²¹ Distance (3.0 miles) covered by Peoria and Galesburgh, Ill., R. P. O.

²² Reserve.

²³ Larabee and Clermont clerk runs as helper to Olean, and is shown on his own route.

²⁴ Relieved every third week by a clerk from the Dunkirk and Titusville R. P. O.

²⁵ 69.08 miles covered by Buffalo and Jamestown R. P. O.

²⁶ 3 helpers.

²⁷ 187.54 miles covered by Kent and Cincinnati R. P. O. 33.77 miles covered by closed-pouch service (see Table C².) 28.25 miles covered by closed-pouch service. (See Table C².)

²⁸ 66.75 miles covered by Clev., Young, and Pitts. 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 north west to southeast (with abbreviated title of railroad company),	Number of route.	Miles of route for which railroad is paid.
Buffalo, N. Y., and Pittsburgh, Pa.	2	<i>Miles.</i> 273.10	Buffalo, N. Y., Corry, Pa. (B., N. Y. and P.)	6061	94.12
			Corry, Oil City, Pa. (B., N. Y. and P.).....	*8025 (part)	2545.60
			Oil City, Pittsburgh, Pa. (Alle. Valley)....	8041	132.61
Buffalo and West, N. Y.....	2	49.56	Buffalo, West, N. Y. (Buff. Roch. and Pitts.).	6130	49.28
Bureau and Peoria, Ill.....	6	47.03	Bureau, Peoria, Ill. (Chi., R. Isl. and Pac.)	23916	47.03
Burlington, Iowa, and Carrollton, Mo.	6	220.57	Burlington, Iowa, Carrollton, Mo. (Chi., Burl. and K. C.).	27008	220.57
<i>Burlington and Council Bluffs, Iowa.</i>	6	291.00	Burlington, U. P. Transfer, Iowa. (Chi., Burl. and Qcy.).	27005	291.00
Burlington and Oskaloosa, Iowa.	6	105.00	Burlington, Winfield, Iowa (Burl. and No. West).	*27035 (part)	34.29
			Winfield, Oskaloosa, Iowa (Burl. and West)	27082	71.41
Burlington, Iowa, and Quincy, Ill.	6	72.00	Burlington, Iowa, Quincy, Ill. (Chi., Burl. and Qcy.).	23011	72.61
Burlington, Iowa, and Saint Louis, Mo.	6	214.19	Burlington, Keokuk, Iowa. (Chi. Burl. and Qcy.).	27011	43.09
			Keokuk, Iowa, Saint Peters, Mo. (St. L., Kco., and No. Wes)†	*128018 (part)	138.67
			Saint Peters, Saint Louis, Mo. (Wab., St. L. and Pac.)	28004 (part)	(1 ²)
Burnet and Austin, Tex.....	7	69.72	Burnet, Austin, Tex. (A. and N. W.).....	31038 (part)	69.72
Butler and Freeport, Pa.....	2	21.46	Butler, Freeport, Pa. (Penna.).....	8953	21.99
Butler, Mo., and Le Roy, Kans. ¹⁸	7	79.83	Butler, Mo., Le Roy, Kans. (St. L. and E.)..	39045	79.82
<i>Butte City, Mont., and Ogden, Utah.</i>	8	417.00	Butte City, Mont., Ogden, Utah (Utah and Northern R. R.).	41003	405.88
Cadillac, Mich., and Fort Wayne, Ind. ¹⁹	9	40.76	Cadillac, Mich., Fort Wayne, Ind. (G. R. and I.).	24018 (part)	143.23 (1 ³)
<i>Cairo, Ill., and New Orleans, La.</i>	4	552.53	Cairo, Ill., New Orleans, La.....	18001	550.80
Cairo, Ill., and Poplar Bluff, Mo	7	74.50	Cairo, Ill., Poplar Bluff, Mo. (St. L., I. M. and S.).	28027	74.50
Cairo, Ill., and Texarkana, Ark ²⁰	7	422.47	Bird's Point, Mo., Texarkana, Ark. (St. L., Ark. and Tex.).	28051	418.05
Cairo, Ill., and West Point, Miss.	4	260.68	Cairo, Ill., West Point, Miss. (M. and O. R. K.).	18004 (part)	*261.79
Caledonia and Spring Valley, Ill.	6	85.74	Caledonia, Spring Valley, Ill. (Chi. and No. West.).	23087	85.74
Calistoga and Vallejo Junction, Cal.	8	43.88	Calistoga, Vallejo Junction (n. o.), Cal. (Cal. Pacific R. R.).	46008	43.88
Calmar, Iowa, and Chamberlain, Dak.	6	399.02	Calmar, Iowa, Marion, Dak. (Chi., Mil. and St. P.).	*27025 (part)	288.40
			Marion, Chamberlain, Dak. (Chi., Mil. and St. P.).	35002	111.65
Calmar and Davenport, Iowa..	6	165.70	Calmar, Davenport, Iowa (Chi., Mil. and St. P.).	27027	165.70
Camak and Macon, Ga.....	4	78.59	Camak, Macon, Ga. (Ga. R. R.).....	15021	78.59

¹ Two helpers between Buffalo and Oil City week on and week off each 132.50 miles.
² In reserve.
³ 49.53 miles covered by Salamanca and Oil City R. P. O.
⁴ Cars run through from Chicago, Ill., to U. P. Transfer, Iowa. (See Chicago, Ill., and Burlington, Iowa, R. P. O.)
⁵ Night line.
⁶ One clerk detailed to clerical duty at office chief clerk, Burlington, Iowa.
⁷ Fast mail.
⁸ Balance of route (18.64 miles) Winfield and Washington, Iowa, covered by closed punches. (See Table C.)

⁹ One car in reserve.
¹⁰ One helper between Ashburn and Saint Louis, Mo., 96 miles.
¹¹ Balance of route (50.704 miles covered by Mount Pleasant and Keokuk, Iowa, R. P. O.
¹² Distance (32.20 miles) covered by Saint Louis, Moberly and Kansas City, Mo., R. P. O.
¹³ One car in reserve at Austin, Tex.
¹⁴ Double daily service, except Sunday.
¹⁵ Reported last year as Butler, Mo., and Kincaid, Kans.; distance increased 27.55 miles.
¹⁶ In connection with Grand Rapids and Cincinnati and Mackinaw City and Grand Rapids R. P. Os., gives double service between Cadillac, Mich., and Fort Wayne, Ind., 240 miles daily, except Sunday.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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 (miles).					Train No. inward.	Average speed (miles).				Length.	Width.
Lbs.								<i>Ft. In.</i>	<i>Ft. In.</i>			
1,300	July 1, 1885	2 25.08	1 24.84	6	170,960	136.55	2	19 6 18 6 15 6 18 0	8 8 8 8 8 8 8 8	4	1	16
1,069	July 1, 1885	2 21.24	1 23.16	6			22					
2,600	July 1, 1885	2 24.48	1 23.04	6			1	15 0	9 0	1	1	1
416	July 1, 1885	9 26.88	12 26.88	6	31,025	99.12	1	15 0	9 0	1	1	1
1,020	July 1, 1887	11 28.20	12 28.20	6	29,441	94.00	1	20 0	9 4	1	1	1
864	July 1, 1887	1 22.43	2 22.62	6	138,077	110.28	1	14 8	7 7	4	1	4
3,731	Mar. 11, 1884	1 23.43	6 23.92	7	212,430	145.50	(1)	13 9	9 4½	51	3	29
407	July 1, 1887	7 29.74	4 23	7	212,430	145.50	(4)			74	4	
334	July 1, 1887	1 23.80	2 22.55	6	65,730	105.00	92	11 8	5 10	2	1	2
654	July 1, 1887	181 21.78	182 21.78	6	45,072	144.00	1	22 7	8 9½	1	1	1
4,231	July 1, 1887	171 24.57	174 25.80	6	134,083	107.09	93	23 1½	9 0½	4	1	105
3,563	July 1, 1887	1 21.90	2 21.33									
9,316	July 1, 1887	18 24.15	17 24.15									
701	July 1, 1886	1 14	2 15	6	38,011	121.44	132	8 10	7 10	1	1	1
526	July 1, 1885	25 27.48	24 19.68	6	143,434	85.84	1	5 3	8 7	1	1	1
		19 26.34	10 23.94	6	13,434							
266	Mar. 30, 1887	145 24	146 21	7	58,276	159.66	1	16 7	6 11	1	1	1
2,289	July 1, 1886	691 18.91	602 19.76	7	304,430	139	4	40 0	7 5½	6	1	6
1,831	July 1, 1884	8 19.72	7 17.89	6	150,716	120.38	2	22 0	8 10	4	1	(17)
4,317	July 1, 1884	1 25	4 30	7	403,383	122.79	2	15 0 14 5 2 14 4 10 1 15 9	9 0 9 3 9 1 9 3	6 3 3	3	25
452	July 1, 1887	681 18	682 18	7	54,385	74.50	1	15 9	9 3	2	1	2
828	July 1, 1887	1 17	2 17	7	197,618	135.35	298	23 6	8 0	4	1	7
					110,785	101.17	245	24 7	7 9	3	1	
1,320	July 1, 1884	1 20	2 21	7	190,296	130.34	298	21 6	10 0	4	1	27
196	July 1, 1887	150 22.86	151 20.17	6	53,673	171.48	1	12 6	7 5	1	1	1
646	July 1, 1886	25 13.93	26 13.71	12	54,938	175.52	1	10 0	8 10	1	1	1
		27 13.60	28 14.12	12								
3,402	July 1, 1887	8 21.90	2 22.69	6	125,576	100.20	2	26 2	9 3	24	2	13
		1 21.75	4 21.16									
2,061	July 1, 1886	1 24.36	4 24.34	7	144,846	132.41	2	26 2	9 3	603	1	
1,183	July 1, 1887	2 19.88	1 22.60	6	103,728	110.46	1	20 0	8 9	3	1	3
755	July 1, 1884	17 17½	18 15½	6	49,197	157.18	1	17 3	7 4	1	1	1
								15 6	8 4	1	1	1

¹⁷ Clerks appointed to Mackinaw City and Fort Wayne. (See Mackinaw City and Grand Rapids R. P. O.)
¹⁸ Balance of route, 225.67 miles, covered by Mackinaw City and Grand Rapids R. P. O.
¹⁹ Department pays for 40-foot cars only.
²⁰ 1 chief clerk, New Orleans, La.; 1 transfer clerk, Jackson, Tenn.; 1 transfer clerk, Jackson, Miss.; 1 helper (South Division).
²¹ This line is divided at Pine Bluff, Ark., into Cairo, Ill., and Pine Bluff, Ark., division (270.71 miles), and Pine Bluff and Texarkana, Ark., division (151.76 miles).
²² Clerks register at Cairo, Ill., 3 miles from Bird's Point, Mo.

²³ Cars run from Cairo, Ill., to Waco, Tex., over Cairo, Ill., and Texarkana, Ark., and Texarkana, Ark., and Waco, Tex., R. P. O.; 8 cars in reserve.
²⁴ 234.10 miles shown as West Point and Mobile R. P. O.
²⁵ Cars also used on West Point and Mobile R. P. O.; 2 reserve cars.
²⁶ 2 helpers; 1 transfer clerk, Corinth, Miss.
²⁷ Balance of route (63 miles) covered by Marion and Running Water, Dak., R. P. O.
²⁸ East Division, Calmar to Sanborn, Iowa.
²⁹ 2 helpers between Sanborn, Iowa, and Parker, Dak., 80.5 miles.
³⁰ West Division, Sanborn, Iowa, to Chamberlain, Dak.

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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Cambridge City and Madison, Ind.	5	109.03	Cambridge City, Columbus, Ind. (Penna. Co.)	22011	63.56
			Columbus, Madison, Ind. (Penna. Co.).....	22006	45.75
Cambridge Junction and Burlington, Vt.	1	34.47	Cambridge Junction, Burlington, Vt. (Burl. and Lam.)	2014	34.46
Camden and Kingville, S. C....	4	39.03	Camden, Kingville, S. C. (S. C. Rwy.).....	14018	39.28
Cameron, Mo., and Atchison, Kans.	7	56.10	Cameron, Saint Joseph, Mo. (H. and St. J.)	*28005 (part)	36.28
			Saint Joseph, Mo., Atchison, Kans. (H. and St. J.)	28030	21.79
Canandaigua and Batavia, N. Y.	2	50.17	Canandaigua, Batavia, N. Y. (N. Y. C. and H. R.)	6014 (part)	50.02
Canandaigua and Elmira, N. Y.	2	69.17	Canandaigua, Elmira, N. Y. (North. Cent.)	6063	69.99
Canastota and Elmira, N. Y....	2	118.76	Canastota, Cortland, N. Y. (E. C. and N.)..	6080	49.27
			Cortland and Elmira, N. Y. (E. C. and N.)..	6075	70.21
Canton and Mechanic's Falls, Me.	1	25.52	Canton, Mechanic's Falls, Me. (Rum. Falls and Buck.)	*19 (part)	25.52
Canton and Sherodaville, Ohio.	5	48.44	Canton, Sherodaville, Ohio (Cleve. and Canton)	1021009 (part)	48.24
Cape Girardeau and Wappapello, Mo.	7	52.61	Cape Girardeau, Wappapello, Mo. (C. G. S. W.)	28045	52.61
Carbondale and Scranton, Pa..	2	17.46	Carbondale, Scranton, Pa. (Del. and Hud. Canal Co.)	8018	17.45
Carey and Delphos, Ohio.....	5	56.30	Carey, Delphos, Ohio (Cleve. and West.) ¹⁴	21081	56.60
Carlisle and Gettysburgh, Pa..	2	32.34	Carlisle, Hunter's Run, Pa. (Gettys and Harris.)	8052 (part)	*10.00
			Hunter's Run, Gettysburgh, Pa. (Gettys and Harris.)	8155	22.79
Carroll and Kingsley, Iowa....	6	92.20	Carroll, Maple River, Iowa (Chi. and No. West.)	23003 (part)	(?)
			Maple River, Wall Lake, Iowa (Chi. and No. West.)	27038 (part)	*10.70
			Wall Lake, Sac City, Iowa (Chi. and No. West.)	27050 (part)	14.17
			Sac City, Kingsley, Iowa (Chi. and No. West.)	27089	58.40
Cartersville, Ga., and Broken Arrow, Ala.	4	110.06	Cartersville, Ga., Broken Arrow, Ala. (E. and W. R. R. of Ala.)	15020	110.06
Caseville and Pontiac, Mich...	9	100.73	Caseville, Pontiac, Mich. (P. O. and P. A.)..	24094	100.72
Cayuga and Ithaca, N. Y.....	2	39.11	Cayuga and Ithaca, N. Y. (Gen., Ith., and Sayre)	6089	38.97
Cecil and West Alexandria, Ohio.	5	110.75	Cecil, West Alexandria, Ohio (Cint. Jack. and Mack.)	*21075	110.74
Cedar Falls and Des Moines, Iowa.	6	107.40	Cedar Falls, Des Moines, Iowa (Chi., St. P. and K. City)	27050	107.40
<i>Cedar Rapids and Council Bluffs, Iowa.</i>	6	270.77	Cedar Rapids, Council Bluffs, Iowa (Chi. and No. West.)	*23005 (part)	272.27

¹ 6 trips per week between Cambridge City and Madison (109.03 miles), and 6 trips per week between Columbus and Madison (45.59 miles), making double daily service, except Sunday, between Columbus and Madison, Ind.

² Reserve car.

³ 171.51 miles of route 28005, between Quincy, Ill., and Kansas City, Mo., covered by Quincy, Ill., and Kansas City, Mo., R. P. O.

⁴ 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 line between Brookfield and Cameron, Mo. (67 miles).

⁵ 36 miles covered by Batavia and Buffalo R. P. O.

⁶ In reserve.

⁷ Clerk relieved every third week by an Elmira and Williamsport clerk.

⁸ Cars and clerks shown in route 6080.

⁹ Balance of route covered by closed-pouch service between Canton and Gilbertville (1.93 miles).

¹⁰ Balance of line (60 miles) shown on Cleveland and Coshocton R. P. O.

¹¹ 1 car in reserve.

in the United States on June 30, 1887—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Train No.		Average speed per hour (train num- bers taken from di- vision schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		outward.	inward.	Av' speed (miles).	Av' speed (miles).					Length.	Width.			
Lbs.														
253	July 1, 1884	102	101	21.31	21.19	6	96,792	103.08	2	18 6	9 6	3	1	3
803	July 1, 1884	102	101	22.87	22.87	16								
462	July 1, 1885	104	107	22.87	22.87	6								
		2	1	21.93	22.66	6	21,578	68.94	1	8 9	7 0	1	1	1
163	July 1, 1884	152	153	19	19	6	24,433	156.12	1	20 0	8 2	1	1	1
106	July 1, 1884	106	105	19	19	6	24,433							
10,773	July 1, 1887	63	64	24	24	7	40,953	123.10	1	14 0	9 0	1	1	1
1,835	July 1, 1887	63	64	20	22	7			2	12 0	9 3			
241	July 1, 1885	5	2	27.60	24.24	6	31,406	100.34	2	5 9	6 0	1	1	1
2,367	July 1, 1885	10	9	27.09	27.99	6	43,300	98.87	1	15 1½	8 7	1	1	1
									63	14 8	8 7			
									63	15 0	8 7			
									63	15 0	8 7			
931	July 1, 1885	4	1	25.92	24.84	6	74,344	118.76	1	16 0	9 0	2	1	2
									62	16 0	9 0			
										14 8	9 0			
932	July 1, 1885	4	1	25.78	25.62	6			(⁹)					
388	July 1, 1885	3	4	19.47	18.99	6	15,975	51.04	1	10 0	6 9	1	1	1
389	July 1, 1884	31	38	20.38	20.23	8	30,323	96.88	112	19 6	6 6	1	1	2
269	July 1, 1887	1	2	16	13	6	32,558	104.02	1	15 0	7 0	1	1	1
801	July 1, 1885	6	5	20.94	20.94	6	1210,930	104.70	1	10 3½	6 9½	1	1	1
		10	9	22.75	22.27	6	10,930		(12)					
		14	13	20.94	20.94	6	10,930		(13)					
294	July 1, 1884	1	2	13.34	13.34	6	22,713	112.60	1	10 6	6 3½	1	1	1
413	July 1, 1885	3	6	24.99	18.75	6	20,245	64.68	2	7 9	5 6½	1	1	1
									61	9 9	6 7			
620	July 1, 1885	3	6	20.71	21.70	6			(14)					
12,894	July 1, 1887	91	92	31.50	31.50	6	57,717	184.40	1	12 2	7 5	1	1	1
1,163	July 1, 1887	91	92	20.94	25.05									
821	July 1, 1887	91	92	24.29	21.25									
490	July 1, 1887	91	92	25.60	26.18									
146	July 21, 1884	1	2	16	15	6	68,808	110.06	1	7 10	8 0	2	1	2
									3	7 2	7 3			
241	July 1, 1884	2	1	20.34	120	6	63,057	201.46	192	9 0	7 0	1	1	1
408	July 1, 1885	15	8	24.10	24.61	6	24,483	78.22	1	10 4	7	1	1	1
									61	15 0	9 8			
189	Mar. 15, 1886	3	2	24.07	20.76	6	62,821	110.75	212	11 4	6 4	2	1	2
612	July 1, 1887	2	1	23.01	23.01	6	67,232	107.40	2	15 6	8 9	2	1	2
12,894	July 1, 1887	5	6	22.56	22.55	7	197,662	135.38	(22)			24	2	24
		3	4	21.93	24.07	7	197,662	135.38	(23)			24	2	24

¹² Triple daily service, except Sunday.¹³ Cars and clerks shown on trains 6 and 5.¹⁴ R. P. O. service established on this line September 7, 1886.¹⁵ 8.97 miles covered by closed-ponch service. (See Table C.)¹⁶ Cars and clerks shown on route 8052.¹⁷ Distance (4.20 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.¹⁸ Balance of route (64.72 miles) covered by Des Moines and Sioux City, Iowa, R. P. O.¹⁹ 1 car held in reserve.²⁰ Cecil and West Manchester R. P. O. extended to West Alexandria, Ohio; increase in distance 13.07 miles, April 18, 1887.²¹ Balance of route (216.32 miles) covered by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.²² R. P. O. cars run through between Chicago, Ill., and U. P. Transfer, Iowa. See Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.²³ Day line.²⁴ 2 clerks detailed to transfer duty at Council Bluffs, Iowa.²⁵ Night line.

TABLE A^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.	Miles of route for which railroad is paid.
Cedar Rapids, Ottumwa, Iowa.	6	96.94	Cedar Rapids, Ottumwa, Iowa (Chi., Mil. and St. P.).	27047	90.94
Cedar Rapids, Iowa, and Wattertown, Dak.	6	400.83	Cedar Rapids, Iowa, Wattertown, Dak. (Burl., C. Rap. and No.).	27003	399.80
<i>Centralia and Cairo, Ill.</i>	6	112.79	Centralia, Cairo, Ills. (Illinois Central)....	23020 (part)	112.43
Chadron, Nebr., and Douglas, Wyo.	6	140.38	Chadron, Nebr., Douglas, Wyo. (Fre., Elk. and Mo. Vall.).	84035	140.38
Chambersburgh and Richmond Furnace, Pa.	2	81.85	Chambersburgh and South Penn. Junction, Pa. (Cumb. Valley).	8030 (part)	(*)
			South Penn. Junction and Richmond Furnace, Pa. (Cumb. Valley).	8071	19.38
			Mercersburgh Junction and Mercersburgh, Pa. (Cumb. Valley).	8145	2.64
Champaign and Havana, Ill.	6	101.07	Champaign, Havana, Ill. (Champ. and Hav.).	23029	101.07
Chanute and Cedar Vale, Kans. ^b	7	95.00	Chanute, Independence, Kans. (South. Kans.).	10 23004 (part)	(10)
			Independence, Cedar Vale, Kans. (C. K. and W.).	83053	56.12
Charleston, S. C., and Augusta, Ga.	4	189.23	Charleston, Branchville, S. C. (S. C. R. R.) ..	11 14008 (part)	(11)
			Branchville, S. C., Augusta, Ga. (S. C. R. R.)	14017	76.42
<i>Charlotte, N. C., and Atlanta, Ga.</i>	4	268.23	Charlotte, N. C., Atlanta, Ga. (R. and D. R. R.).	15001	268.08
Charlotte, N. C., and Augusta, Ga.	4	192.00	Charlotte, N. C., Augusta, Ga. (C. C. and A. R. R.).	13007	192.56
Chatham and New York, N. Y.	2	180.44	Chatham, and New York, N. Y. (Harlem Branch, N. Y. C. and H. R.).	6022	130.98
<i>Chattanooga, Tenn., and Atlanta, Ga.</i>	4	188.55	Chattanooga, Tenn., Atlanta, Ga. (W. and A. R. R.).	15002	188.47
Chattanooga, Tenn., and Macon, Ga.	4	241.54	Chattanooga, Ooltewah, Tenn. (E. T. V. and G. R. R.).	19002 (part)	(12)
			Ooltewah, Tenn., Cohutta, Ga. (E. T. V. and G. R. R.).	19011	11.85
			Cohutta, Rome, Ga. (E. T. V. and G. R. R.).	17010 (part)	56.20
			Rome, Macon, Ga. (E. T. V. and G. R. R.).	15018 (part)	160.20
Chattanooga and Memphis, Tenn.	5	310.83	Chattanooga, Memphis, Tenn. (Mem. and Charles.).	17005	310.40
Chattanooga, Tenn., Meridian, Miss.	4	295.71	Chattanooga, Tenn., Meridian, Miss. (A. G. S. R. R.).	17015	295.45
Cheneyville and Lafayette, La.	4	60.20	Cheneyville, La Fayette, La. (M., L. and T. R. R.).	30008 (part)	60.20
Cheyenne, Wyo., and Denver, Colo.	7	107.39	Cheyenne, Wyo., Denver, Colo. (D. P. Rwy. and T. Co.).	28907	107.39

¹ 1 of these cars in reserve.

² East Division, Cedar Rapids, to Estherville, Iowa.

³ 1 clerk detailed to transfer duty at Cedar Rapids, Iowa.

⁴ West Division, Estherville, Iowa, to Wattertown, Dak.

⁵ Balance of route (252.10 miles) covered by Chicago and Centralia, Ill., R. P. O.

⁶ 7.10 miles, covered by Harrisburg and Martinsburgh, R. P. O.

⁷ In reserve.

⁸ Cars and clerks shown on route 8030.

⁹ New service; not reported last year.

¹⁰ Distance on route 33,064 (39.20 miles), covered by Kansas City, Mo., and Kiowa, Kans., R. P. O.

¹¹ 62.79 miles shown as Columbia and Charleston R. P. O.

¹² Cars also used by Columbia and Charleston R. P. O.

¹³ See Washington and Charlotte R. P. O.

¹⁴ 1 chief clerk, Fourth Division R. M. S.; 1 detailed to office superintendent Fourth Division R. M. S.; 4 helpers.

¹⁵ Reserve car.

¹⁶ Double daily service, except Sunday.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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 (miles).					Train No. inward.	Average speed (miles).				Length.	Width.
Lbs. 436	July 1, 1887	1 22	73	2 21	82	6	56,928	90.94	1 16	0 9	11	2 1 2
1,076	July 1, 1887	61 23	62 24	59 64	26 59 62	6	129,782	103.66	13 19	10 9	1 1	24 1 38
10,499	July 1, 1887	71.....	72.....	72.....	24 38 26 62	6	120,824	128.67	1 22	0 9	1 1	43 1 1
461	Oct. 1, 1886	5 21	87	2 20	24	6	70,606	112.79	2 44	44 9	0 0	2 2 4
1,042	July 1, 1885	61 14	91	62 16	05	6	87,878	140.38	2 14	0 9	3 3	2 1 2
319	July 1, 1885	41 28	39	42 23	66	6	19,625	62.70	1 15	44 8	0 0	1 1 1
358	July 1, 1885	41 18	87	42 17	61	6	.....	.....	71 8	6 8	2 2	(5) (5) (5)
436	July 1, 1887	1 22	46	2 23	32	6	63,270	101.07	1 10	4 6	104 104	2 2 2
2,740	July 1, 1886	9 20	10 20	50 50	7	7	69,350	95.00	1 1 9	54 6	10 10	2 1 2
264	Apr. 25, 1887	101 22	50	102 22	50	7	.....	.....	1 20	0 9	1 1	2 1 2
1,462	July 1, 1884	1 31	4 31	7	101,631	139.22	125	18	8 11	2 1 2	2 1 2	
794	July 1, 1884	1 29	4 29	7	.....	.....	.....	.....	.....	.....	.....	.....
9,595	July 1, 1884	50 24	50	51 26	75	7	195,801	134.11	(13) .....	.....	.....	4 2 1622
2,082	July 1, 1884	52 23	53 21	7	195,801	128.00	.....	.....	.....	.....	.....	4 2 3
1,469	July 1, 1885	18 29	43	29 31	43	6	1631,655	104.35	2 22	7 9	0 0	3 1 3
6,067	July 1, 1884	1 25	2 26	7	81,655	.....	.....	.....	.....	.....	.....	.....
6,520	July 1, 1884	3 27	4 25	7	101,142	118.70	.....	.....	.....	.....	.....	.....
636	July 1, 1885	11 25	12 23	7	101,142	.....	.....	.....	.....	.....	.....	.....
1,493	July 1, 1884	13 20	14 20	7	170,324	120.77	.....	.....	.....	.....	.....	.....
667	July 1, 1884	13 23	14 23	7	.....	.....	.....	.....	.....	.....	.....	.....
2,220	July 1, 1884	3 26	23	4 20	79	7	226,906	124.33	2 20	0 8	10 10	5 1 278
2,273	July 1, 1884	5 21	50	6 21	50	7	215,868	118.28	2 15	0 8	0 0	5 1 247
2,814	July 1, 1886	51 16	52 16	7	43,946	120.40	.....	.....	.....	.....	.....	.....
1,615	July 1, 1886	302 26	301 26	7	78,395	107.39	.....	.....	.....	.....	.....	.....

¹⁷ Trains 1, 2, 11 and 12 paid for forty cars only trains 3 and 4 paid for fifty cars.
¹⁸ 1 chief clerk, Atlanta, Ga.; 1 detailed to office superintendent Fourth Division, R. M. S.; 2 transfer clerks, Atlanta, Ga.
¹⁹ 15.20 miles reported as Bristol and Chatt. R. P. O.
²⁰ 197.60 miles reported as Rome and Selma R. P. O.; 12.12 miles closed benches, Cleveland and Cohnutta R. R. (See Table C.)
²¹ 190.60 miles reported as Macon and Brunswick R. P. O.
²² 1 clerk detailed as transfer clerk, Chattanooga.

Tenn.; 1 clerk detailed to transfer duty, Grand Junction, Tenn.; 1 clerk detailed to transfer duty, Memphis, Tenn.
²³ To pay for car service.
²⁴ 2 helpers.
²⁵ 149.67 miles reported as New Orleans and Houston R. P. O.
²⁶ La Salle and Denver, Colo., R. P. O. also runs over 6 miles of route 38007, between La Salle (n. o.) and Greeley, Colo., and Julesburg and Denver, Colo., R. P. O. runs over 47 miles between La Salle (n. o.) and Denver, Colo.

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 southwest (with abbreviated title of railroad company).	Number of routes.	Miles of route for which railroad is paid.
Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn.	6	<i>Miles.</i> 473.50	Chicago, Ill., Rugby Jet, Wis. (Wis. Cen.). Rugby Jet., Abbotsford, Wis. (Wis. Cen.). Abbotsford, Chippewa Falls. (Wis. Cen.). Chippewa Falls, Wis., Saint Paul, Minn. (Wis. Central). Saint Paul, Minneapolis, Minn. (St. P., Minn. and Man.).	23089 25017 (part) 25026 (part) 25061 26006 (part) 23007	116.40 185.70 454.80 104.69 (?) 206
<i>Chicago, Ill., and Burlington, Iowa.</i>	6	207.50	Chicago, Ill., Burlington, Iowa (Chi. Burl. and Q'cy.).	1223003 (part)	216.32
<i>Chicago, Ill., and Cedar Rapids, Iowa.</i>	6	220.40	Chicago, Ill., Cedar Rapids, Iowa (Chi. and No. West).	1223003 (part)	216.32
<i>Chicago and Centralia, Ill.</i>	6	252.96	Chicago, Centralia, Ill. (Illinois Central)...	1023020 (part)	252.10
<i>Chicago, Ill., and Cincinnati, Ohio.</i>	5	307.16	Chicago, Kankakee, Ill. (Illinois Central). Kankakee, Ill., La Fayette, Ind. (Cin., La. Fay. and Chic.). La Fayette, Indianapolis, Ind. (Cin., Ind., St. L. and Chic.). Indianapolis, Ind., Cincinnati, Ohio (Cin., Ind., St. L. and Chic.).	23020 (part) 23029 22005 22003	(12) 72.75 64.79 111.40
Chicago, Decatur, Ill., and Saint Louis, Mo.	6	286.80	Chicago, Bement, Ill. (Wab., St. L. and Pac.). Bement, Decatur, Ill. (Wab., St. L. and Pac.). Decatur, Ill., Saint Louis, Mo. (Wab., St. L. and Pac.).	1223066 (part) 21019 (part) 23023	152.86 (13) 113.44
<i>Chicago, Forreston, Ill., and Dubuque, Iowa.</i>	6	200.04	Chicago, Aurora, Ill. (Chi., Burl. and Q'cy). Aurora, Forreston, Ill. (Chic. and Iowa) ... Forreston, Ill., Dubuque, Iowa (Illinois Central).	23007 (part) 23036 (part) 23021 (part)	(14) (15) (16)
<i>Chicago, Freeport, Ill., and Dubuque, Iowa.</i>	6	189.72	Chicago, Freeport, Ill. (Chi. and No. West). Freeport, Ill., Dubuque, Iowa (Illinois Central).	23002 23021 (part)	121.39 (17)
Chicago, Ill., and Louisville, Ky.	5	323.37	Chicago, Ill., Monon, Ind. (Louis., New Alb. and Chic.). Monon, Louisville Junction, Ind. (Louis., New Alb. and Chic.).	1222038 1222008 (part)	83.52 234.65

¹ East Division, Chicago, Ill., to Neenah, Wis.

² Two helpers on Western Division, between Neenah and Chippewa Falls, Wis.

³ Balance of route covered by Ashland and Abbotsford, Wis., R. P. O. (133.30 miles), and between Milwaukee and Rugby Junction, Wis. (30.66 miles), by closed pouches. (See Table C*.)

⁴ West Division, Neenah, Wis., to Minneapolis, Minn.

⁵ Balance of route (10.81 miles), Chippewa Falls and Eau Claire, Wis., covered by closed pouches (See Table C*.)

⁶ Reserve.

⁷ Distance (10.68 miles) covered by Neche, Dak., and Saint Paul, Minn., R. P. O.

⁸ Cars run through between Chicago, Ill., and U. P. Transfer, Iowa, covering Burlington and Council Bluffs, Iowa, R. P. O.; two cars in reserve.

⁹ Day line.

¹⁰ 1 clerk detailed as chief clerk at Burlington, Iowa; 6 clerks detailed to transfer duty at Chicago, Ill.; 2 at Burlington, Iowa, and 1 at Galesburgh, Ill.; 2 helpers on fast mail between Chicago and Galesburgh, Ill., 163 miles.

¹¹ Fast mail.

¹² Balance of route (273.82 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.

¹³ Cars run through between Chicago, Ill., and U. P. Transfer, Iowa, covering Cedar Rapids and Council Bluffs, Iowa, R. P. O.

¹⁴ 2 helpers on night line between Chicago, Ill., and Stanwood, Iowa. Three clerks detailed to clerical duty at office of superintendent, Chicago, Ill.

¹⁵ Night line.

¹⁶ Balance of route (113.43 miles) covered by Centralia and Cairo, Ill., R. P. O.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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 crews.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).				Length.	Width.
<i>Lbs.</i> 1,501	July 1, 1887	5 25.87	6 27.71	6	117,156	124.70	2	<i>Ft. In.</i> 21 0	<i>Ft. In.</i> 9 4	13	1	29
1,600	July 1, 1887	5 29.57	6 27.60	6	179,255	143.17	3	30 2	9 3	44	1	
1,465	July 1, 1887	1 27.46	2 27.46				2	30 4	9 5			
1,374	July 1, 1887	1 28.50	2 25.20									
1,374	July 1, 1887	1 26.17	2 27.91									
4,937	July 1, 1887	1 14.24	2 18.31									
54,621	Mar. 11, 1884	5 25.48	6 28.74	7	151,475	103.75	47	60 0	9 2½	94	4	1848
		7 37.74	4 24.98	7	151,475	103.75	45	60 1	9 3½	114	5	
12,894	July 1, 1887	3 25.56	4 26.86	7	160,892	110.20	192	60 5½	9 3	91	3	1429
		5 26.33	6 24.60	7	160,892	110.20	192	60 0	9 5	131	3	
10,499	July 1, 1887	1 24.40	2 22.41	6	158,353	126.48	191	50 0	9 5	9	5	1793
		3 28.01	4 24.40	7	184,661	129.48	2	44 4½	9 0	4	3	
10,490	July 1, 1887	4 27.93	1 26.81	6	192,282	153.58	192	51 0	9 0	294	4	2141
		1 23.94	5 23.94	7	224,227		2	60 0	9 5	224	6	
20,239	July 1, 1884	4 31.58	1 28.74	6								
		2 27.29	5 27.62	7								
21,442	July 1, 1884	4 31.62	1 31.62	6								
		2 29.26	5 28.58	7								
18,154	July 1, 1884	4 33.42	1 31.08	6								
		2 32.68	5 31.08	7								
1,085	July 1, 1887	5 26.20	4 23.51	6	179,537	143.40	1	25 7	9 4	4	1	245
11,242	July 1, 1884	5 26	4 26				1	25 6	9 2½			
12,380	July 1, 1887	5 25.21	4 27.22									
54,621	Mar. 11, 1884	31 26.12	12 26.12	6	125,225	133.36	1	40 1	8 11½	3	2	278
5,877	July 1, 1887	7 24.47	2 25.09				1	40 1½	8 11½			
4,579	July 1, 1887	6 24.02	3 24.02									
5,003	July 1, 1887	13 24.28	14 24.28	6	118,765	126.48	2	50 0	9 6	3	3	2011
4,579	July 1, 1887	2 25.80	1 27.52									
785	July 1, 1884	3 25.90	6 26.55	6	202,439	161.68	194	14 0	9 2	94	1	8
		3 27.24	4 24.70	7	55,620		1	20 0	9 2	234	1	
967	July 1, 1884	5 31.20	6 30.19	6								
		3 28.08	4 27.84	7								

¹⁷ 2 helpers on day line between Chicago and Champaign, Ill., 127.70 miles; 6 clerks detailed to transfer duty at Chicago, Ill., and 1 at Grand Crossing, Ill.; 2 clerks detailed as printers, 1 as stenographer, and one in charge of dormitory at office superintendent, Chicago, Ill.
¹⁸ Covered by lines of the Sixth Division, 55.87 miles.
¹⁹ 1 car in reserve.
²⁰ Day line, 4 crews, 4 clerks to crew.
²¹ 1 clerk detailed to office superintendent, Fifth Division.
²² Night line, 4 crews, 6 clerks to crew.
²³ Balance of route covered by Bement and Effingham, Ill., R. P. O. (52.90 miles), and between Shumway and Altamont (10.53 miles) by closed pouches. (See Table C.)
²⁴ 1 clerk detailed to transfer duty at East Saint Louis, Ill.

²⁵ Distance (19.50 miles) covered by La Fayette Ind., and Quincy, Ill., R. P. O.
²⁶ Distance (37.0 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.
²⁷ 1 clerk detailed to transfer duty at Chicago, Ill., and 1 clerk to clerical duty at office of superintendent, Chicago, Ill.
²⁸ Distance (81.87 miles) covered by Forreston and Anora, Ill., R. P. O.
²⁹ Distance (82.97 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.
³⁰ 1 clerk detailed to transfer duty at Dubuque, Iowa, and 1 clerk detailed as porter at office of superintendent, Chicago, Ill.
³¹ Distance (83.80 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.
³² Balance of routes covered by Michigan City, Monon and Indianapolis R. P. O.
³³ Night service placed on this line April 6, 1887.

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.	Miles of route for which railroad is paid.
Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn.	6	Miles. 450.63	Chicago, Kittridge, Ill. (Chi., Mil. and St. P.) Kittridge, Savanna, Ill. (Chi., Mil. and St. P.) Savanna, Ill., Sabula Junction, Iowa (Chi., Mil. and St. P.) Sabula Junction, McGregor, Iowa (Chi., Mil. and St. P.) McGregor, Iowa, Saint Paul, Minn. (Chi., Mil. and St. P.)	23054 25024 (part) 27028 (part) 27012 (part) 26009	(1) (2) (3) 43.50 212.43
Chicago, Ill., and Minneapolis, Minn.	6	423.15	Chicago, Ill., Milwaukee, Wis. (Chi., Mil. and St. P.) Milwaukee, La Crosse, Wis. (Chi., Mil. and St. P.) La Crosse, Wis., Minneapolis, Minn. (Chi., Mil. and St. P.)	23035 25002 26013	96.18 197.95 142.57
Chicago and Pekin, Ill.	6	153.00	Chicago, Joliet, Ill. (Chi. and Alton) Joliet, Pekin, Ill. (Chi., S. F&E and Cal.)....	23017 (part) 23051	(14) 115.79
Chicago and Quincy, Ill.	6	263.50	Chicago, Galesburgh, Ill. (Chi., Burl. and Qcy.) Galesburgh, Quincy, Ill. (Chi., Burl. and Qcy.)	23007 (part) 23010	(15) 101.09
Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.	5	295.41	Chicago, Ill., Richmond, Ind. (Chi., St. Louis and Pitts.) Richmond, Ind., Hamilton, Ohio (Cin., Rich. and Chic.) Hamilton, Cincinnati, Ohio (Cin., Ham. and Day.)	22009 21025 21026 (part)	225.16 45.06 (16)
Chicago, Ill., and Saint Louis, Mo.	6	284.70	Chicago, Ill., Saint Louis, Mo. (Chi. and Alton).	22017	231.17
Chicago, Savanna, Ill., and Cedar Rapids, Iowa.	6	233.44	Chicago, Kittridge, Ill. (Chi., Mil. and St. P.) Kittridge, Savanna, Ill. (Chi., Mil. and St. P.) Savanna, Ill., Marion, Iowa (Chi., Mil. and St. P.) Marion, Cedar Rapids, Iowa (Chi., Mil. and St. P.)	23054 25024 (part) 27028 (part) 27020 (part)	116.50 (17) 88.28 (18)
Chicago and Streator, Ill.	6	97.70	Chicago, Aurora, Ill. (Chi., Burl. and Qcy.) Aurora, Streator, Ill. (Chi., Burl. and Qcy.)	23007 (part) 23012	(19) 60.68

¹ Distance (116.50 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.
² East division, Chicago, Ill., to McGregor, Iowa.
³ 2 helpers on West Division between McGregor, Iowa, and Austin, Minn.
⁴ Distance (22.0 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.
⁵ Reserve.
⁶ Distance (3.20 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.
⁷ 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.)
⁸ Balance of distance (53.10 miles) covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O.
⁹ West Division, McGregor, Iowa, to Saint Paul, Minn.

¹⁰ Day line.
¹¹ 2 helpers west on trains 9 and 1 between Chicago, Ill., and Kibbourne City, Wis., who returns deadhead on 2 daily; 2 helpers west on 9, Chicago, Ill., to Milwaukee, Wis., who perform service on Milwaukee, Wis., and Chicago, Ill., R. P. O., bound south; 4 helpers west on 35, Chicago Ill., to La Crosse, Wis., and east on 2 daily; 2 helpers on 55, Chicago, Ill., to Watertown, Wis., and deadhead east on 4 daily; 2 helpers west on 3, Chicago, Ill., to Brookfield, Wis., and east on 2 daily; 1 clerk detailed as chief clerk at Saint Paul, Minn., 1 as chief clerk at Milwaukee, Wis., and 1 as chief clerk at Chicago, Ill.; 1 clerk detailed to transfer duty at Chicago, Ill., 1 at Milwaukee, Wis., and 1 at Minneapolis, Minn.; 2 clerks distributing mail for city delivery at Minneapolis, Minn., and 1 for city

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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 lines.
		Train No. outward.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).				Length.	Width.
Lbs.								<i>Ft.</i>	<i>In.</i>			
8,012	July 1, 1887	3 24.06	2 26.48	6	149,050	119.05	²² 49 3	9 3		24	2	14
2,231	July 1, 1887	3 28.09	2 26	.....	.....	.....	²² 39 4	9 3				
2,240	July 1, 1887	3 20.24	2 19.92	.....	.....	.....			
2,982	July 1, 1887	3 22.01	2 17.65	.....	.....	.....			
2,720	July 1, 1887	3 23.60	2 22.56	6	133,044	106.26	.....	.....		24	1	
43,949	Mar. 13, 1884	9 28.72	4 31.34	7	808,899	141.05	3	59 3	9 3	106	4	1180
		55 34.47	2 31.34	7	308,899	141.05	6	60 1	9 3	126	4	
		3 30.41	8 28.72	6	111,428	118.66	²² 49 3	9 3		132	3	
35,167	Mar. 9, 1884	1 25.82	4 24.74	.....	.....	.....	²¹ 60 0	9 3				
		55 34.93	2 25.82	.....	.....	.....			
		3 28.28	6 23.52	.....	.....	.....			
		5 24.74	6 23.52	6	123,706	197.71	2	20 10	9 3	142	1	
28,560	Mar. 9, 1884	1 24.79	4 25.02	.....	.....	.....			
		55 31.68	2 25.10	.....	.....	.....			
14,824	July 1, 1887	2 36.00	1 37.80	6	95,778	102.00	1	12 0	7 6	3	1	3
295	July 1, 1887	1 14.47	2 14.00	.....	.....	.....	1	11 10	7 0			
		.....	.....	.....	.....	.....	⁶² 10 0	7 23				
		3 28.70	8 24.45	7	192,355	131.75	⁶¹ 9 6	5 3		4	5	1832
		.....	.....	.....	.....	.....	¹⁷² 51 4 1/2	8 9 1/2				
13,263	July 1, 1887	3 25.05	4 23.53	.....	.....	.....	¹⁷¹ 44 1 1/2	8 11 1/2		192	5	
		1 25.	2 24.85	7	73,000	100.00	1	44 9	8 9 1/2			
1,206	July 1, 1884	2 26.49	1 26.74	6	184,927	147.70	⁶² 54 10	8 9 1/2		4	1	4
1,605	July 1, 1884	2 30.03	1 27.04	6	.....	.....	1	12 6	9 0			
5,577	July 1, 1884	2 31.10	1 31.75	6	.....	.....	2	19 0	9 0			
14,824	July 1, 1887	2 26.62	1 25.82	6	178,222	142.35	2	60 0	8 11 1/2	164	3	2182
		4 27.62	3 24.70	6	207,831	142.35	2	60 0	8 11 1/2	224	3	
8,012	July 1, 1887	1 26.37	4 29.12	6	146,133	116.72	⁶² 44 5	9 1				
2,231	July 1, 1887	1 26.40	4 28.09	.....	.....	.....	1	24 6	9 3	4	1	226
		.....	.....	.....	.....	.....	1	24 0	9 3			
2,240	July 1, 1887	1 20.60	4 22.32	.....	.....	.....			
768	July 1, 1887	11 21.60	10 16.20	.....	.....	.....			
54,621	Mar. 11, 1884	13 24.66	14 20.25	6	61,160	97.70	²²¹ 27 3 1/2	8 9 1/2		2	1	2
1,420	July 1, 1887	8 120	84 26	.....	.....	.....	²²¹ 35 5	8 9 1/2				

delivery at Saint Paul, Minn., run between La Crosse, Wis., and Saint Paul and Minneapolis respectively.

¹² Fast mail.

¹³ Short run, Chicago, Ill., to Portage, Wis.

¹⁴ Short run, Milwaukee to La Crosse, Wis.

¹⁵ Distance (37.20 miles) covered by Chicago, Ill., and Saint Louis, Mo., R. P. O.

¹⁶ Distance (163.00 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

¹⁷ These cars run through from Chicago, Ill., to Kansas City, Mo., covering Quincy, Ill., and Kansas City, Mo., R. P. O.

¹⁸ Two helpers between Chicago and Galesburgh, Ill.

¹⁹ Short run Galesburgh to Quincy, Ill.

²⁰ Covered by Toledo and Cincinnati R. P. O., 25.40 miles.

²¹ 2 helpers on night line between Chicago and Bloomington, Ill., 128.50 miles. Three clerks detailed to transfer duty at Chicago, Ill., and three clerks detailed to clerical duty at office superintendent, Chicago, Ill.

²² Night line.

²³ 2 helpers between Cedar Rapids, Iowa, and Kirklund, Ill., 165.5 miles.

²⁴ Distance (22.00 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.

²⁵ Balance of route (281.90 miles) covered by Marion and Council Bluffs, Iowa, R. P. O.

²⁶ Distance (5.40 miles) covered by Farley and Cedar Rapids, Iowa, R. P. O.

²⁷ Distance (37.0 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

²⁸ Whole car.

²⁹ Whole car; 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 north west to southeast (with abbreviated title of railroad company).	Number of routes.	Miles of route for which railroad is paid.
Chicago, Ill., and Terre Haute, Ind.	6	<i>Miles.</i> 180.02	Chicago, Danville, Ill. (Chi. and East. Ill.), Danville, Ill., Terre Haute, Ind. (Chi. and East. Ill.).	23042 22024	124.06 56.48
<i>Chicago, Ill., and West Liberty, Iowa.</i>	6	221.52	Chicago, Ill., Davenport, Iowa (Chi., R. Isl'd and Pac.), Davenport, West Liberty, Iowa (Chi., R. Isl'd and Pac.).	23015 27014 (part)	182.92 38.83
<i>Chicago, Ill., and Winona, Minn.</i>	6	207.70	Chicago, Harvard, Ill. (Chi. and No. West.), Harvard, Caledonia Jct., Ill. (Chi. and No. West.), Caledonia Jct., Ill., Winona Jct., Wis. (Chi. Wis. and No. West.), Winona Jct., Wis., Winona, Minn. (Chi. and No. West.)	25009 (part) 23011 (part) 23010	(7) (9) 180.52
Cincinnati, Ohio, and Chattanooga, Tenn.	5	336.02	Cincinnati, Ohio, Chattanooga, Tenn. (Cin., New Orleans, and Tex. Pac.).	20020	338.20
Cincinnati, Hamilton, Ohio, and Indianapolis, Ind.	5	125.41	Cincinnati, Hamilton, Ohio (Cin., Ham. and Day.), Hamilton, Ohio, Indianapolis, Ind. (Cin., Ham. and Ind.).	21026 (part) 21024	(14) 99.83
Cincinnati, Ohio, and Livingston, Ky.	5	153.54	Covington, Paris, Ky. (Ky. Cent.)	1720002 (part)	80
Cincinnati, Ohio, and Louisville, Ky.	5	111.31	Paris, Richmond, Ky. (Ky. Cent.)	20032 (part)	40.84
<i>Cincinnati, Ohio, and Nashville, Tenn.</i>	5	209.51	Richmond, Livingston, Ky. (Ky. Cent.)	20018 (part)	36.62
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.	5	130.01	Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.), Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.), Cincinnati Junction (n. o.), Saxon, Ky. (Louis. and Nash.), Louisville, Ky., Nashville, Tenn. (Louis. and Nash.).	20004 (14) 20004 20017	110.10 4.50
<i>Cincinnati, Ohio, and Saint Louis, Mo.</i>	5	341.48	Cincinnati, Ohio, North Vernon, Ind. (Ohio and Miss.), North Vernon, Ind., Louisville, Ky. (Ohio and Miss.).	22010 (part) 22019	(7) 54.86
Claremont, N. H., and Lowell, Mass.	1	104.50	Cincinnati, Ohio, East Saint Louis, Ill. (Ohio and Miss.), Claremont, Concord, N. H. (Bos. and Low.), Concord, Nashua, N. H. (Concord)	22016 1001 (part) 13016 (part)	338.20 54.90 (7)
			Nashua, N. H., Lowell, Mass. (Bos. and Low.).	13016 (part)	(7)

¹ Reserve.

² One of these cars in reserve.

³ Day line.

⁴ One clerk detailed as chief clerk at Des Moines, Iowa. One clerk detailed to Chicago and Omaha through register run.

⁵ Night line.

⁶ Balance of route (270.10 miles) covered by West Liberty and Council Bluffs, Iowa, R. P. O.

⁷ Distance (62.70 miles) covered by Fort Howard, Wis., and Chicago, Ill., R. P. O.

⁸ Distance (15.0 miles) covered by Kenosha, Wis., and Rockford, Ill., R. P. O.

⁹ Balance of route (4.35 miles) covered by Winona Junction and La Crosse pouch service. (See Table C.)

¹⁰ Night line runs between Chicago, Ill., and Janesville, Wis., over route 25,009, thence to Evansville over route 25,064; thence to Winona, Minn., over routes 25,010 and 25,014.

¹¹ 1 car in reserve.

¹² Apartment car service on day trains.

¹³ 1 clerk detailed to transfer duty at Junction City, Ky.; 1 clerk detailed to office of superintendent, Fifth Division.

¹⁴ Full railway post-office service placed on night trains of this line December 1, 1886.

¹⁵ Covered by Toledo and Cincinnati R. P. O. 25.40 miles.

¹⁶ Double daily service, except Sunday, placed on this line February 28, 1887.

¹⁷ Closed pouches on route 20002, between Paris and Lexington, Ky., 18.86 miles. (See Table C.)

¹⁸ Covered by Cincinnati and Nashville R. P. O. 110.10 miles.

¹⁹ Clerks act as helpers to Cincinnati and Nashville night line on south trips running north in apartment car on train 6, daily.

²⁰ Clerks are appointed to Cincinnati and Nashville R. P. O., and are shown with that line.

in the United States on June 30, 1887—Continued.

Average weight of mail whole distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules.		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which a mail apartment.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Average speed (miles).					Train No. inward.	Average speed (miles).				Length.	Width.
Lbs.								Ft. In.	Ft. In.			
2,984	July 1, 1887	125.67	224.01	6	112,692	120.01	2	25 0	9 2	3	1	3
801	July 1, 1887	123.37	223.06	6	-----	-----	11	17 3	6 8			
12,155	July 1, 1887	127.44	1228.50	7	161,709	110.76	25	50 0	9 4	24	3	426
6,186	July 1, 1887	328.15	426.77	7	161,709	110.76	2	49 4	9 4	24	3	
7,499	July 1, 1887	124.56	225.90									
		321.64	425.06									
7,499	July 1, 1887	726.87	1626.87	7	217,321	148.85	2	50 0	9 5	4	2	16
1,376	July 1, 1887	1326.87	1025.95	6	186,300	148.85	2	50 0	9 5	4	2	
		124.32	223.09									
7,507	July 1, 1887	123.69	222.08									
		724.58	619.35									
5,660	July 1, 1887	128.30	224.70									
		329.72	425.84									
4,139	July 1, 1887	724.15	624.15									
4,762	July 1, 1884	124.90	224.72	7	245,295	168.01	113	24 0	9 5	124	2	1918
		528.78	627.80	7	142,472	-----	113	50 0	9 5	141	2	
5,577	July 1, 1884	833.87	3730.48	6	78,507	167.21	113	11 0	7 2	3	1	3
		3831.10	3133.87	166	26,587							
905	July 1, 1884	831.52	3732.02	6								
		3827.09	3134.23	6								
2,460	July 1, 1884	225.26	334.32	6	97,368	103.69	115	13 0	9 0	3	1	3
		1	14 0									
552	Aug. 1, 1883	218.84	321.30	6								
141	Apr. 15, 1884	2 9.96	3 9.73	6								
19,548	July 1, 1884	-----	19624.48	7	81,256	111.31	1	15 7	9 0	2	1	(20)
19,548	July 1, 1884	125.92	426.94	7	218,642	149.75	4	50 0	9 0	4	3	240
		327.87	226.94	7	218,642	-----	223	45 0	9 0	4	3	
16,822	July 1, 1884	112.50	418	7								
		315.09	218	7								
10,947	July 1, 1884	127.75	427.96	7								
		327.40	227.61	7								
18,554	July 1, 1884	130.75	1830.54	6	81,386	130.01	241	17 0	9 0	2	1	292
3,270	July 1, 1884	10128.62	1830.57	6								
18,554	July 1, 1884	133.26	223.15	7	249,280	170.74	(21)	50 0	9 4	24	4	2739
		529.41	428.79	7	249,280	-----				24	5	
452	July 1, 1885	7320.35	1221.43	6	65,417	104.50	2	14 2	7	2	1	2
11,733	Aug. 5, 1885	7324.13	1229.16	-----	-----	-----	292	13	6 6			
14,363	July 1, 1885	7328.41	1232.70	-----	-----	-----						

²¹ 2 clerks run south from Cincinnati to Louisville, Ky., with night line and north in apartment cars on train 6; 3 clerks act as helpers between Louisville and Nashville, on trains 2 and 3 night lines; 2 clerks act as helpers between Cincinnati and Louisville on trains 1 and 4 day line; 3 clerks perform local service in apartment cars between Louisville and Nashville, Tenn., on trains 5 and 6; 1 clerk detailed as chief clerk at Louisville, Ky.; 2 clerks detailed to transfer duty at Louisville, Ky.; 1 clerk detailed to transfer duty Bowling Green, Ky.; 1 clerk detailed to transfer duty, Nashville, Tenn.; 1 clerk detailed to office superintendent Fifth Division.

²² 3 cars in reserve.

²³ Covered by the Cincinnati and Saint Louis R. P. O. 72.80 miles.

²⁴ Mail apartment cars on this line run only between North Vernon, Ind., and Louisville, Ky.

²⁵ These clerks act as helpers to Cincinnati and

Saint Louis R. P. O.; train 1, Cincinnati to North Vernon on west trips; on east trips they perform no service between North Vernon and Cincinnati.

²⁶ 13 cars on line between Baltimore, Md., and Saint Louis, Mo. (See Baltimore and Grafton Third Division report for full equipment of line.)

²⁷ 2 clerks detailed to duty office superintendent Fifth Division; 1 clerk detailed to transfer duty Vincennes, Ind.

²⁸ Balance of route covered by closed-ponch service between Claremont and Claremont Junction 2.02 miles. (See Table C.)

²⁹ Covered by Saint Albans and Bos. R. P. O. 36.28 miles.

³⁰ Reserve cars.

³¹ Balance of route covered by Saint Albans and Bos. R. P. O. 25.64 miles.

³² Covered by Saint Albans and Bos. R. P. O. 14.21 miles.

TABLE A^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.	Miles of routes for which railroad is paid.
		<i>Miles.</i>			
Clarinda, Iowa, and Corning, Mo.	6	40.38	Clarinda, Northborough, Iowa (Chi., Burl. and Qcy.). Northborough, Iowa, Corning, Mo. (K. C., St. Jo. and C. Bl.).	27083 28046	18.28 28.02
Clarksburgh and Weston, W. Va.	3	26.05	Clarksburgh, Weston, W. V., (Clarks., Weston and Gleny.).	12006	27.07
Clayton, Del., and Chestertown, Md.	2	32.71	Clayton, Del., Chestertown, Md. (Balt. and Del. Bay).	10012	31.11
Clayton, Del., and Easton, Md.	2	44.52	Clayton, Del., Easton, Md. (P. W. and B.).	9503 (part)	144.08
<i>Cleveland and Cincinnati, Ohio.</i>	5	244.06	Cleveland, Cincinnati, Ohio (Cleve., Col., Cin. and Ind.).	21042	244.60
Cleveland and Coshocton, Ohio.	5	115.55	Cleveland, Canton, Ohio (Cleve. and Canton). Canton, Coshocton, Ohio (Cleve. and Canton).	21009 (part) 21092	60.00 54.73
Cleveland, Ohio, Fort Wayne, Ind., and Chicago, Ill.	9	340.50	Cleveland, Ohio, Fort Wayne, Ind., Chicago, Ill. (N. Y. C. and St. L.).	21089	339.07
Cleveland, Hudson and Columbus, Ohio.	5	171.02	Cleveland, Hudson, Ohio (Penna. Co.) Hudson, Columbus, Ohio (Cleve., Akron and Col.).	21006 (part) 21004	(⁹) 145.15
<i>Cleveland, Ohio, and Indianapolis, Ind.</i>	5	283.00	Cleveland, Gallon, Ohio (Cleve., Col., Cin. and Ind.). Gallon, Ohio, Indianapolis, Ind. (Cleve., Col., Cin. and Ind.).	21042 (part) 21016	(⁹) 294.07
Cleveland and New Lisbon, Ohio.	5	93.24	Cleveland, Niles, Ohio (N. Y., Lake Erie and West.). Niles, New Lisbon, Ohio (N. Y., Lake Erie and West.).	21005 (part) 21037	(¹¹) 34.85
Cleveland, Ohio, and Pittsburgh, Pa.	5	149.30	Cleveland, Wellsville, Ohio (Penna. Co.)... Wellsville, Ohio, Pittsburgh, Pa. (Penna. Co.).	21006 (part) 21003	101.29 (¹⁴)
<i>Cleveland and Toledo, Ohio</i>	9	113.37	Cleveland, Toledo, Ohio (L. S. and M. S.)... Elyria, Millbury, Ohio (L. S. and M. S.)... Cleveland, Grafton, Ohio (Cleve., Col., Cin. and Ind.).	21095 (part) 21007 21042	(¹⁵) (¹⁵) (¹⁷)
Cleveland, Ohio, and Wheeling, W. Va.	5	163.61	Grafton, Bridgeport, Ohio (Cleve., Lorain and Wheel.).	121041 (part)	142.06
Cleveland, Youngstown, Ohio, and Pittsburgh, Pa.	5	136.81	Cleveland, Youngstown, Ohio (N. Y., Lake Erie and Pitts.). ¹⁹ Youngstown, Ohio, Pittsburgh, Pa. (Pitts. and Lake Erie).	21005 (part) 8123	66.75 65.83
Cleveland and Zoar Station, Ohio	5	76.48	Cleveland, Zoar Station, Ohio (Valley)	21073	76.13
Clinton and Anamosa, Iowa ...	8	71.80	Clinton, Anamosa, Iowa (Chi. and No. West.).	27024	71.09
Clinton and Iowa City, Iowa ..	6	78.41	Clinton, Elmira (n. o.), Iowa (Bur., C. Rap. and North.). Elmira (n. o.), Iowa City (Bur., C. Rap. and North.).	27072 227048 (part)	69.51 8.90
Cloverdale and San Francisco, Cal.	8	85.46	Cloverdale, San Francisco, Cal. (San Fran. and North. Pac. R. R.).	46011	84.93

¹ 10.62 miles covered by closed-pouch service. (See Table C^a.)

² 1 car in reserve.

³ Day line; night line.

⁴ 2 clerks detailed to office superintendent Fifth Division; 1 clerk detailed as chief clerk, Columbus, Ohio.

⁵ 2 clerks act as helpers between Cleveland and Delaware (day line) on trips south, and Delaware and Crestline on trips north. (See Cleveland and Indianapolis R. P. O.)

⁶ Balance of routes shown on Canton and Sherodsville R. P. O., 43.24 miles.

⁷ 2 cars held in reserve.

⁸ Covered by Cleveland and Pittsburgh R. P. O. 26.10 miles.

⁹ Covered by Cleveland and Cincinnati R. P. O. 80 miles.

¹⁰ Cleveland and Cincinnati helpers assist in car on north trips of this R. P. O. between Crestline and Cleveland.

¹¹ Covered by Cleveland, Youngstown, and Pittsburgh R. P. O. 53.25 miles.

¹² Clerks act as helpers to Cleveland, Youngstown, and Pittsburgh R. P. O. trains 72 and 63, between Cleveland and Niles, Ohio, daily except Sunday.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).			Length.	Width.	
349	July 1, 1887	87	21.87	88	24.30	6	29,021	92.72	1	Pt. In. 11 10 ¹ / ₂	Pt. In. 6 7 ¹ / ₂	1	1	1
305	July 1, 1887	16	25.80	15	22.41									
787	July 1, 1885	4	13.04	1	12.77	6	16,307	52.10	1	10 0	6 0	1	1	1
546	July 1, 1885	2	14.35	1	14.35	6	20,476	65.42	1	8 3	5 7	1	1	1
497	July 1, 1885	201	23.61	280	24.26	6	27,870	89.04	1	10 10	6 6	1	1	1
13,788	July 1, 1884	3	27.95	12	33.35	7	178,602	122.33	25	40 0	9 3	2	2	25
359	July 1, 1884	9	23.30	8	25.75	7	178,602		2	14 0	7 6	2	1	2
303	July 2, 1883	7	23.42	20	22.97	6								
623	July 1, 1884	3	24.80	4	25.42	6	213,153	170	24	20	9	4	1	4
8,374	July 1, 1884	2	26.10	3	26.10	6	107,059	114.01	23	15 0	9 0	3	1	3
841	July 1, 1884	2	27.65	3	28.84	6								
13,788	July 1, 1884	3	29.09	2	28.24	7	206,590	141.50	23	40 0	8 11	4	2	108
5,882	July 1, 1884	3	26.90	2	25.83	7								
3,814	July 1, 1884	72	34.27	69	26.88	6	58,368	93.24	1	6 8	6 8	2	1	122
313	July 1, 1884	72	16.87	60	10.01	6								
8,374	July 1, 1884	36	22.93	35	23.38	6	93,462	99.53	3	19 8	9 1	9	1	1212
		38	28.26	37	27.01	6	93,462		2	19 9	8 11			
4,986	July 1, 1884	42	21.70	41	18.15	7	108,989		1	20 2	9 0			
		36	25.15	35	24.10	6								
		38	26.29	37	27.54	6								
		42	25.15	41	26.53	7								
69,142	July 1, 1885	21	26.70	24	28.37	6	70,970	113.37	1	40	9	4	1	(16)
32,042	July 1, 1885	25	32.31	22	30.21	6	67,483	107.80	1	17	8 9			
13,788	July 1, 1884	1	23.17	4	25.10	6	105,550	82.30	23	16 8	9 4	4	1	4
702	July 1, 1884	1	23.72	4	23.35	6								
3,814	July 1, 1884	72	33.37	67	25.85	7	99,871	109.45	217	18 2	9 2	5	1	5
		64	26.35	69	26.70	227	99,871							
3,575	July 1, 1885	72	23.93	67	23.48	7								
		64	28.20	69	25.48	7								
716	Apr. 1, 1884	1	24.69	4	25.34	6	47,876	76.48	22	12 6	9 3	2	1	2
445	July 1, 1887	41	22.15	42	33.35	6	44,947	71.80	1	12 2	7 5	2	1	2
223	July 1, 1887	41	25.28	40	25.28	6	49,085	156.82	1	13 8	9 1	1	1	1
928	July 1, 1887	41	17.80	40	17.80									
1,754	July 1, 1886	1	24.07	12	24.07	7	62,385	85.46	2	10 3	8 11	2	1	2

12 Three helpers on trains 37 and 42 running over whole line.
 13 Covered by Pittsburgh and Bellaire R. P. O. 48.20 miles.
 14 Shown in report of New York and Chicago R. P. O.
 15 Clerks appointed to New York and Chicago R. P. O.; 1 clerk assigned as helper between Elyria and East Toledo, Ohio; 1 clerk assigned as helper between Cleveland and Toledo, Ohio. These clerks run inward on New York and Chicago R. P. O. train 12.
 16 Covered by Cleveland and Cincinnati R. P. O., 25.10 miles.

17 Balance of route between Grafton and Lorain covered by closed pouch. Service 16.35 miles. (See Table C).
 18 Clerks of the Cleveland and New Lisbon R. P. O. act as helpers between Cleveland and Niles, Ohio, distance 58.25 miles, on trains 72 and 63 daily, except Sunday.
 19 Balance of route covered by lines of Second Division, 17.62 miles.
 20 2 cars in reserve.
 21 Clerks make two round trips daily.
 22 Balance of route (14.47 miles) Iowa City and Riverside, Iowa.

TABLE A.—Statement of railway post-offices

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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Colmesneil and Trinity, Tex...	7	68.81	Colmesneil, Trinity, Tex. (Mo. Pac.).....	31046	68.81
Colton and National City, Cal.	8	128.18	Colton, National City, Cal. (Cal. South'n R. R.).	46387	128.00
Columbia and Charleston, S. C.	4	132.77	Columbia, Charleston, S. C. (S. C. Rwy.)..	14003	131.50
Columbia and Fayetteville, Tenn.	5	48.11	Columbia, Fayetteville, Tenn. (Nash., Chatt. and St. Louis).	19015	48.87
Columbia, Pa., and Perryville, Md.	2	43.88	Columbia, Pa., and Port Deposit, Md. (Penna.).	8124	39.62
Columbia and Saint Joseph, Tenn.	5	57.09	Port Deposit, Md., and Perryville, Md. (Penna.).	10023	4.49
Columbia, Sumter, and Charleston, S. C.	4	186.00	Columbia, Saint Joseph, Tenn. (Nash. and Flor.).	19017	58.74
Columbus and Albion, Nebr...	6	43.45	Columbia, Sumter, S. C. (W., C. & A. R. R.).	14002	(*)
Columbus, Ohio and Ashland, Ky.	5	132.56	Sumter, Lane's, S. C. (Cent. R. R. of S. C.).	14015	40.00
Columbus, Nebr., and Atchison, Kans.	6	220.50	Lane's, Charleston, S. C. (N. E. R. R. of S. C.).	14005	(*)
Columbus and Athens, Ohio...	5	77.49	Columbus, Oconee, Nebr. (Om., Niobr. and B. Hills).	84012	(*)
Columbus and Cincinnati, Ohio.	5	121.08	Oconee, Albion, Nebr. (Om., Niobr. and B. Hills).	84017	34.17
Columbus, Midland City, and Cincinnati, Ohio.	5	117.68	Columbus, Coal Grove, Ohio (Scioto Valley)	21051	132.00
Columbus, Ga., and Montgomery, Ala.	4	98.15	Columbus, Nebr., Atchison, Kans. (Bur. and Mo. River in Nebr.).	33012	220.48
Columbus, Springfield, Ohio, and Indianapolis, Ind.	5	185.22	Columbus, Athens, Ohio (Col. Hock Val. and Tol.).	21036	77.44
Como and Gunnison, Colo. ^{16, 17, 18}	7	121.60	Columbus, Cincinnati, Ohio (Pitta., Cin. and St. Louis).	21014	(*)
Concordia and Junction City, Kans.	7	70.77	Columbus, Midland City, Ohio (Col. and Cin. Mid.).	21094	72.78
Corpus Christi and Laredo, Tex.	7	161.60	Midland City, Cincinnati, Ohio (Cin., Wash. and Balto.).	21028	(*)
Council Bluffs, Iowa, and Kansas City, Mo. ²⁰	7	196.53	Columbus, Ga., Union Springs, Ala. (Cent. of Ga.).	17008	1433.00
Council Bluffs, Iowa, and Moberly, Mo.	7	263.50	Union Springs, Montgomery, Ala. (N. and E. R. R.).	17002	(*)
			Columbus, Ohio, Indianapolis, Ind. (Ind., Bloom. and West.).	21033	185.66
			Como, Buena Vista, Colo. (D., S. P. & P.).	38031	48.38
			Schwanders Station (n. o.), Gunnison, Colo. (D., S. P. and P.).	1838014	20.55
			Concordia, Junction City, Kans. (J. C. and Ft. K.).	33015	70.77
			Corpus Christi, Laredo, Tex. (Mex. Nat.)..	81016	161.60
			U. P. Transfer (n. o.), Iowa, Kansas City, Mo. (K. C., St. J. and C. B.).	28006	201.40
			Council Bluffs, Iowa, Pattonsburgh, Mo. (W., St. L. and P.).	28061	144.86
			Pattonsburgh, Brunswick, Mo. (Wab. Western.)	28013	79.56
			Brunswick, Moberly, Mo. (Wab. Western.)	28004	(*)

¹⁶ 81 miles covered by Albuquerque and Los Angeles R. P. O., and reported in Seventh Division. For balance of route, 3.69 miles, see Table C, San Bernardino and Colton R. R.

¹⁷ See Charleston and Augusta R. P. O.

¹⁸ 1 transfer clerk, Columbia, S. C.

¹⁹ Cars and clerks shown on route 8124.

²⁰ Reported as Florence and Augusta R. P. O.

²¹ Reported as Wil. and Jacksonville R. P. O.

²² Distance (8.10 miles) covered by Norfolk and Columbus, Nebr., R. P. O.

²³ Clerks make two round trips daily, except Sunday.

²⁴ 1 car in reserve.

²⁵ Covered by Pittsburgh and Cincinnati R. P. O., 120.05 miles.

²⁶ Clerks on this route are appointed to Pittsburgh and Cincinnati R. P. O., and are shown with that line.

²⁷ 3 cars in reserve.

²⁸ Covered by Grafton and Cincinnati R. P. O., 45.00 miles.

²⁹ 30.70 miles reported as Fort Valley and Troy R. P. O.

³⁰ Reported in Macon and Montgomery R. P. O.

in operation in the United States on June 30, 1887—Continued

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.	Average miles run daily by crews.	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.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).				Length.	Width.
<i>Lbs.</i>								<i>Ft.</i>	<i>In.</i>			
164	July 1, 1886	476	12.00	475	12.00	7	48,771	133.62	1	16 6	9 2	1
927	July 1, 1886	3 23.14		4 21.57		7	93,571	123.18	2	11	8 2	2
1,462	July 1, 1884	52 37		53 35		7	96,922	132.77	(²)			2
139	July 1, 1884	2 12.22		1 12.22		6	36,743	93.22	1	7 9	5 1	1
216	July 1, 1885	20 18.71		23 19.64		6	27,469	87.76	1	8 2	6 4	1
306	July 1, 1885	20 20.71		23 16.24		6			(⁴)		(⁴)	
162	June 22, 1885	21 23.09		22 24.31		6	35,738	114.18	1	15 0	8 6	1
6,781	July 1, 1884	53 34		52 35		7	99,280	126.00	1	24 0	8 8	2
195	July 1, 1884	53 34		52 35								
8,326	July 1, 1884	53 34		52 35								
460	July 1, 1886	69 27.30		70 21.84		6	27,200	86.90	1	16 5	9 0	1
422	July 1, 1886	69 25.63		70 22.78								
1,913	July 1, 1884	4 22.88		5 23.16		¹⁶	82,983	132.56	4	15 0	9 2	4
		6 22.31		3 21.82		6	82,983					
1,641	Jan. 15, 1885	69 24.15		59 23.30		6	138,033	110.25	2	19 8	8 8	4
1,125	July 1, 1884	1 23.83		4 24.46		¹⁶	48,509	103.32	¹⁴	15 11	9 5	3
		3 23.23		2 23.83		6	48,509					
20,281	July 1, 1884	1 30.01		12 28.24		6	75,796	121.08	¹²	18 0	9 0	2
												(¹¹)
441	Jan. 1, 1885	103 36.36		104 33.57		6	73,668	156.91	2	19 0	9 0	3
		107 22.97		108 22.97		¹⁶	73,668		¹¹	24 0	9 0	
24,538	July 1, 1884	103 30.00		104 30.00		6			¹²	10 0	6 8	
		107 30.00		108 25.72		6						
431	July 1, 1884	55 24		56 24		6	60,180	96.15	2	12....	0 1	2
1,007	July 1, 1884											
1,258	July 1, 1884	5 30.52		4 26.21		6	115,948	92.61	3	22 0	8 5	4
423	July 1, 1885	431 16.00		432 15.00		7	1970,930	121.60	1	16 12	7 42	2
385	May 26, 1884	431 16.00		432 15.00		7						¹²
1,156	July 1, 1886	262 24.00		261 22.00		7	51,662	141.54	1	20 8	9 3	1
383	July 1, 1886	2 13.00		1 13.00		6	161,162	107.73	2	12 0	6 0	3
10,352	July 1, 1887	2 26		1 26		7	143,407	131.62	2	22 0	9 2	3
		4 24.50		3 23		7	143,467	131.62	2	22 0	9 2	3
									²¹	22 0	9 2	3
1,330	July 1, 1887	8 24		7 24.30		7	192,355	131.73	1	25 8	9 3	4
2,012	July 1, 1887	8 24		7 24.30		7			1	25 64	9 3	
9,316	July 1, 1887	8 24		7 24.30		7			1	19 0	9 24	

¹⁶ On account of snow on range, clerks now run between Como and Saint Elmo, Colo., only (72.73 miles).¹⁷ This line doubles 3.80 miles of route 38031 between Schwanders Station and Buena Vista, Colo., each way.¹⁸ 14.92 miles of route 38014 between Gunnison and Castleton, Colo., covered by pouch service. (See Table C.) Service suspended on route 38014 between Saint Elmo and Gunnison, Colo., 48.46 miles from Jan. 1 to June 30, 1887, on account of snow.¹⁹ Annual miles of service actually performed during year.²⁰ Double daily service; last year there was only single daily service.²¹ Clerks do not run over branches of route 28006, from Winthrop Junction to East Atchison, Mo. (1.20 miles), and from Payne to Eastport, Iowa (3.67 miles).²² In reserve.²³ 2 helpers, 1 on each line, between Kansas City and Saint Joseph, Mo. (67 miles).²⁴ 38.90 miles distance on route 28004 covered by Saint Louis, Moberly and Kansas City, Mo., R. P. O.

TABLE A^a.—Statement of railway post-offices

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clocks, 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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Covington and Norfolk, Nebr.	6	73.96	Covington, Emerson, Nebr. (C., St. P. M. and O.)	34003 (part)	(¹)
Cranberry, N. C., and Johnson City, Tenn.	3	34.11	Emerson, Norfolk, Nebr. (C., St. P., M. & O.). Cranberry, N. C., Johnson City, Tenn. (E. Tenn. and Western N. C.)	34021 19018	47.09 54.11
Creighton and Norfolk, Nebr.	6	42.40	Creighton, Norfolk, Nebr. (Fre., Elk. and Mo. Val.)	34018	42.53 ²
Crestline, Ohio, and Chicago, Ill.	5	280.15	Crestline, O., Chicago, Ill. (Penna. Co.) . . .	21002 (part)	(³)
Creston and Cumberland, Iowa	6	50.34	Creston, Cumberland, Iowa. (Chi. Burl. and Q ^c y.)	27041	50.34
Creston, Iowa, and St. Joseph, Mo.	7	104.47	Creston, Iowa, Hopkins, Mo. (C., B. and Q.). Hopkins, St. Joseph, Mo. (K. C., St. J. and C. B.)	27007 28028	44.20 59.12
Crete and Red Cloud, Nebr.	6	150.11	Crete, Beatrice, Nebr. (Om. and So. West.). Beatrice, Red Cloud, Nebr. (Rep. Valley.) . .	34006 34016	30.57 120.25
Crookston, Minn., and Towner, Dak.	6	190.27	Crookston, Minn., Devil's Lake, Dak. (St. P., Minn. and Man.). Devil's Lake, Towner, Dak. (St. P., Minn. and Man.)	26039 35026 (part)	114.34 76.34
Cuba and Salem, Mo.	7	41.00	Cuba Junction, Mo. (n. o.), Salem, Mo. (St. L. and S. F.)	28023	40.45
Cumberland, Md., and Piedmont, W. Va.	3	33.73	Cumberland, Md., Piedmont, W. Va. (Cumb. and Pa.)	10011	33.80
Cumberland, Md., and Pittsburgh, Pa.	3	150.73	Cumberland, Md., Pittsburgh, Pa. (Balto. and Ohio.)	8063	149.58
Curwensville and Tyrone, Pa.	2	47.45	Curwensville, Tyrone, Pa. (Penna.)	8035	47.48
Dallas and Cleburne, Tex.	7	54.10	Dallas, Cleburne, Tex. (G., Colo. and S. F.)	31025	54.10
Dallas and Kemp, Tex.	7	49.38	Dallas, Kemp, Tex. (Texas Trunk)	31031	49.38
Danbury and South Norwalk, Conn.	1	23.61	Danbury, So. Norwalk, Conn. (Dan. and Nor)	5013	23.60
Dansville and Buffalo, N. Y.	2	95.98	Dansville, N. Y., and Attica, N. Y. (N. Y., L. E. and W.). Attica, N. Y., and Buffalo, N. Y. (N. Y., L. E. and W.)	6006 6008 (part)	65.18 (⁴)
Danville and Cairo, Ill.	6	259.03	Danville, Cairo, Ills. (Cairo, Vinc. and Chi.)	23050	259.85
Danville and Olney, Ill.	6	108.82	Danville, Sidell, Ill. (Chi. and East Ill.) . . . Sidell, Olney, Ill. (Dan., Olney and O. R.) . .	23044 23006	23.76 86.49
Danville and Stuart, Va.	3	76.16	Danville, Stuart, Va. (Danv. and New River)	11028	76.52
Davenport, Iowa, and Atchison, Kans.	6	327.35	Davenport, Iowa, Altamont, Mo. (Chi., R. Isl'd and Pac.). Altamont, Rushville, Mo. (Chi., R. Isl'd and Pac.). Rushville, Mo., Atchison, Kans. (Chi., R. Isl'd and Pac.)	127017 (part) 28057 28032 (part)	267.16 65.91 (⁵)
Dayton and Ironton, Ohio	5	162.81	Dayton, Ironton, Ohio (Dayton and Iron.) . .	121054 (part)	160.19
Dayton and Wallula, Wash.	8	70.60	Walla Walla, Wallula, Wash. (Walla Walla and Col. Riv. R. R.). Dayton, Walla Walla, Wash. (Oreg. Riv. and Nav. Co.)	43004 43008	32.06 38.54
Decherd and Fayetteville, Tenn.	5	40.30	Decherd, Fayetteville, Tenn. (Nash., Chatt., and St. Louis.)	19005	40.41

¹ Distance (27 miles) covered by Sioux City, Iowa, and Omaha, Nebr., R. P. O.² Covered by Pittsburgh and Chicago R. P. O. (279.50 miles).³ Clerks on this route are appointed to Pittsburgh and Chicago R. P. O., and are shown with that line.⁴ Reserve.⁵ 1 helper out of Saint Joseph runs through three days in the week.⁶ Whole cars; one in reserve.⁷ Balance of route, Towner and Minot, Dak. (41.84 miles), covered by closed pouches. (See Table C.)⁸ Clerks register at Cuba, Mo., $\frac{1}{2}$ miles from Cuba Junction (n. o.).⁹ In reserve.¹⁰ Reserve car.¹¹ 1 helper between Pittsburgh and Connellsville (57.80 miles) daily, except Saturday and Sunday.

in operation in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	A's speed (miles).	Train No. inward.	A's speed (miles).					Length.	Width.			
1,260	July 1, 1886	11 23.47	12 23.47	6	46,299	147.92	1	11 9	9 4	1	1	1		
300	July 1, 1886	11 23.55	12 23.74	6	21,353	68.22	1	10 8	5 6	1	1	1		
85	July 1, 1884	2 23	1 22	6	20,542	84.80	1	10 0	7 6	1	1	1		
310	July 1, 1886	82 14.15	81 14.18	6	20,542	84.80	1	10 0	7 6	1	1	1		
23,000	July 1, 1885	1 24.48	12 27.05	6	175,374	140.07	3	24 0	9 0	4	2	(¹³)		
334	July 1, 1887	71 16.32	72 18.87	6	31,513	100.68	1	11 11	6 9	1	1	1		
2,370	July 1, 1887	63 23	64 28	6	65,398	104.47	41	10 1	6 11	2	1	(¹²)		
2,166	July 1, 1887	12 29	11 27	6	65,398	104.47	1	17 9	9 2	2	1	(¹²)		
1,939	July 1, 1886	5 23.52	6 23.22	6	93,969	150.11	42	35 2	8 9	2	1	2		
3,020	July 1, 1886	5 26.72	6 28.63	6	93,969	150.11	42	35 2	8 9	2	1	2		
1,267	July 1, 1887	71 18.98	72 17.52	6	119,109	126.84	2	16 0	8 9	3	1	3		
-----	-----	71 19.08	72 20.29	6	-----	-----	-----	-----	-----	-----	-----	-----		
188	July 1, 1887	51 14	52 14	6	25,666	82.00	1	10 7	7 6	1	1	1		
435	July 1, 1885	2 17.41	1 18.20	6	21,115	134.92	91	6 0	7 6	1	1	1		
3,200	July 1, 1885	5 26.86	6 30	6	94,357	100.48	101	10 0	8 9	3	1	114		
735	July 1, 1885	1 19.37	2 18.37	6	29,704	94.90	1	15 0	8 7	1	1	1		
398	July 1, 1886	16 22	15 22	7	39,493	108.20	1	13 0	9 0	1	1	1		
69	July 1, 1886	2 18.50	1 13	6	30,912	98.76	1	11 2	6 0	1	1	1		
1,435	July 1, 1885	13 24.37	6 23.17	6	14,779	94.44	91	10 5	5 9	1	1	1		
-----	-----	1 23.57	8 23.17	6	14,779	94.44	1	11 2	6 0	1	1	1		
1,078	July 1, 1885	17 34.75	18 22.34	6	60,083	127.40	101	10 5	5 9	1	1	1		
5,787	July 1, 1885	17 26.68	18 26.68	6	-----	-----	2	15 0	12 0	13	1	1		
613	July 1, 1887	1 21.96	2 21.96	6	162,153	129.51	(¹⁴)	15 0	7 10	(¹⁴)	-----	-----		
-----	-----	-----	-----	6	-----	-----	1	19 6	7 9	4	1	115		
-----	-----	-----	-----	6	-----	-----	1	18 10	7 6	-----	-----	-----		
164	July 1, 1887	71 16.77	72 17.07	6	68,121	108.82	41	18 0	7 6	-----	-----	-----		
173	July 1, 1887	1 9.61	2 10.18	-----	-----	-----	41	13 0	6 10	-----	-----	-----		
193	July 1, 1885	1 9.61	2 10.18	-----	-----	-----	1	11 2	4 1	2	1	2		
193	July 1, 1885	2 14.62	1 13.65	6	47,676	152.32	1	9 6	4 3	-----	-----	-----		
3,017	July 1, 1887	5 23.92	6 23.40	6	211,181	168.68	171	8 6	4 10	1	1	1		
1,955	July 1, 1887	5 20.86	6 20.84	-----	-----	-----	171	41 4	9 4	4	2	8		
693	July 1, 1887	5 20	6 19.96	-----	-----	-----	91	39 4	9 4	-----	-----	-----		
160	June 1, 1884	1 22.44	2 20.77	6	105,522	108.54	2	11 0	9 4	3	1	3		
1,156	July 1, 1886	1 23.72	2 23.72	7	51,538	141.20	82	21 8	8 10	1	1	1		
810	July 1, 1886	1 24.86	2 25.69	7	-----	-----	-----	-----	-----	-----	-----	-----		
-----	-----	13 26.46	14 26.46	7	-----	-----	-----	-----	-----	-----	-----	-----		
188	July 1, 1884	81 15.15	82 17.95	6	25,228	80.00	1	11 10	6 0	1	1	1		

¹² Relieved every third week by a Rochester and Elmira clerk.¹³ 31.13 miles covered by Hornellsville and Buffalo R. P. O.¹⁴ Cars and clerks shown on route 6906.¹⁵ One clerk detailed to transfer duty at Danville, Ill.¹⁶ Balance of route (68.90 miles) covered by Tronton, Mo., and Leavenworth, Kans., R. P. O.¹⁷ Whole cars.¹⁸ Distance (5 miles) covered by Atchison Junction, Mo., and Atchison, Kans., R. P. O.¹⁹ R. P. O. does not run to Wellston; closed-pouch service between Ironton Junction and Wellston, Ohio; distance 3 miles. (See Table C.) Previous to June 5, 1887, R. P. O. was in two divisions, dividing at Wellston, Ohio.²⁰ One reserve 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.	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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Decorah and Cedar Rapids, Iowa.	6	122.06	Decorah, Cedar Rapids, Iowa (Bur., C. Rap. and No.)	27002	122.29
Delaware and Columbus, Ohio.	5	25.49	Delaware, Columbus, Ohio (Cleve., Col., Cin. and Ind.)	21013	25.51
Delphos and Cincinnati, Ohio ¹	5	156.64	Delphos, Dayton, Ohio (Tol., Cin. and St. Louis.)	21039	(7)
			Dayton, Dodds, Ohio (Cin., Leb. and North.)	21064	24.15
² Delphos and Dayton, Ohio....	5	96.31	Dodds, Cincinnati, Ohio (Cin., Leb. and Nor.)	² 21078	(9)
			Delphos, Dayton, Ohio (Tol., Cin. and St. Louis.)	21039	93.35
Delta, Pa., and Baltimore, Md.	3	47.83	Delta, Pa., Baltimore, Md. (Md. Central)...	10024	45.58
<i>Delta and Sacramento, Cal.</i>	8	209.47	Delta, Tehama, Cal. (Southern Pac. Co.)....	⁴ 46003	85.10
				(part)	
			Tehama, Davisville, Cal. (Central Pac. R. R., lessee.)	46022	111.64
			Davisville, Sacramento, Cal. (Central Pac. R. R.)	46001	(7)
<i>Deming, N. M., and Los Angeles, Cal.</i>	8	715.30	Deming, N. Mex., Yuma, Ariz. (Southern Pacific.)	46001	467.18
			Yuma, Ariz., Los Angeles, Cal. (Southern Pacific.)	⁶ 46014	248.71
				(part)	
Denison and Houston, Tex.	7	337.09	Denison, Houston, Tex. (H. and T. C.)	31003	337.09
Denison and San Antonio, Tex. ¹¹	7	376.00	Denison, Whitesborough, Tex. (Mo. Pac.) ..	¹² 31022	25.22
				(part)	
			Whitesborough, Taylor, Tex. (Mo. Pac.) ...	31028	234.05
			Taylor, San Antonio, Tex. (L. and G. N.) ...	¹⁴ 31007	(14)
				(part)	
Denison and Troup, Tex.	7	147.44	Denison, Mineola, Tex. (Mo. Pac.)	31017	103.19
			Mineola, Troup, Tex. (L. and G. N.)	31032	44.54
Denton and Dallas, Tex.	7	38.07	Denton, Dallas, Tex. (D. and W.)	31090	38.07
Denver and Georgetown, Colo.	7	59.89	Denver, Golden, Colo. (Colo. Cent.)	38003	(18)
				(part)	
			Golden, Georgetown, Colo. (Colo. Cent.) ...	¹⁶ 38020	34.69
				(part)	
Denver and Leadville, Colo.	7	159.74	Denver, Leadville, Colo. (D., S. P. and P.) ..	38005	159.74
Denver, Colo., and Ogden, Utah.	7	772.81	Denver, So. Pueblo, Colo. (D. and R. G.) ...	38001	(20)
				(part)	
			So. Pueblo, Salida, Colo. (D. and R. G.)	38019	(20)
				(part)	
			Salida, State Line, Colo. (D. and R. G.)	38012	244.51
			State Line, Colo., Ogden, Utah (D. and R. G. W.)	41002	313.82
Denver and Pueblo, Colo.	7	²⁰ 143.98	Douder, Pueblo, Colo. (D. T. and G.)	38023	126.48
			Manitou Junction (n. o.), Colorado Springs, Colo. (D. and R. G.)	38025	9.92
Denver, Pueblo, and Leadville, Colo. ²³	7	278.50	Denver, So. Pueblo, Colo. (D. and R. G.) ..	38001	²⁴ 120.00
				(part)	
			So. Pueblo, Leadville, Colo. (D. and R. G.)	38019	161.32
Des Moines and Albia, Iowa ...	6	68.46	Des Moines, Albia, Iowa (Chi. Burl. and Q'ev.)	27033	68.88
Des Moines, Iowa, and Cainesville, Mo.	6	116.55	Des Moines, Iowa, Cainesville, Mo. (D. M. Oac. and So.)	27084	117.37

¹ Delphos and Cincinnati R. P. O. discontinued June 3, 1887, and Delphos and Dayton and Dodds and Cincinnati R. P. O. established. (See those lines.)

² Covered by Delphos and Dayton R. P. O. 93.35 miles.

³ No service at present on route 21064.

⁴ Covered by Dodds and Cincinnati R. P. O. 36.29 miles.

⁵ Previous to June 3, 1887, this R. P. O. was part of the Delphos and Cincinnati R. P. O., curtailed to end at Dayton, Ohio, decrease in distance 80.58 miles.

⁶ 103.06 miles of route 46003 covered by Red Bluff and Sacramento R. P. O. between Tehama and Roseville. Balance of route, 96.47 miles, cov-

ered by closed-pouch service. (See Table C.) Healy and Delta, 49 ft. cars authorized.

⁷ 13.23 miles of route 46001, Sacramento to Davisville, shown on Ogden and San Francisco R. P. O.

⁸ 253 miles of route 46014 covered by San Francisco and Los Angeles R. P. O. Same cars run from San Francisco, Cal., to Deming, N. Mex.; 40 ft. cars authorized to Los Angeles, Cal.

⁹ 1 car in reserve.

¹⁰ 1 clerk detailed as assistant to chief clerk, Dallas, Tex.

¹¹ This line is divided at Taylor, Tex., into two divisions—Denison and Taylor, Tex., 259 miles, and Taylor and San Antonio, Tex., 117 miles, ¹² 13.59 miles of route 31022 between Whitesbor-

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.*	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.	AV'ge speed (miles).					Train No. inward.	AV'ge speed (miles).			Length.	Width.
Lbs. 614	July 1, 1887	52 25.30	51 24.05	6	76,409	122.00	2	Fl. 13 8	Fr. 9 1	2	1	2
2,076	July 1, 1884	3 30.61	2 30.61	6	15,957	50.95	1	10 4	8 4	1	1	1
498	July 1, 1884	23 8.75	22 8.68	6	90,538							
498	July 1, 1884	14 23.37	1 22.29	6								
703	July 1, 1885	14 20.68	1 20.11	6								
498	July 1, 1884	23 8.75	22 8.68	6	4,627	96.31	2	9 6	5 0	2	1	2
345	July 1, 1885	9 16.36	2 16.36	6	29,942	95.66	1	8 0	5 8	1	1	1
1,323	July 1, 1886	17 26.42	18 26.18	7	152,913	194.73	2	55 1 1/2	9 5 1/2	4	1	4
2,448	July 1, 1886	17 31.89	18 31.80	7								
21,862	July 1, 1886	13 26.46	14 31.75	7								
4,208	July 1, 1886	19 25.73	20 25.52	7	522,169	178.82		55 1 1/2	9 5 1/2	8	1	8
3,880	July 1, 1886	19 27.03	20 22.40	7								
4,393	July 1, 1886	2 26	1 25	7	246,076	134.84	64	22 0	9 0	5	2	1011
3,852	July 1, 1886	153 21.30	154 21	7	180,070	103.00	(18)			5	1	1212
4,003	July 1, 1886	153 21.30	154 21	7								
2,036	July 1, 1886	501 20	502 19	7	85,410	117.00	1	21 0	8 10	2	1	
715	July 1, 1886	199 19	200 19	7	107,631	147.44	1	20 4	7 5	2	1	2
853	July 1, 1886	455 15	456 10	7			92	16 7	6 11			
4,078	July 1, 1886	193 12	194 12	6	23,832	76.14	92	16 7	6 11	1	1	1
1,496	July 1, 1886	381 14.50	382 14.50	7	37,084	101.60	1	16 2 1/2	7 5	1	1	1
842	July 1, 1886	381 14.50	382 14.50	7			171	14 11	7 5			
1,070	July 1, 1886	401 15	402 15	7	110,040	100.40	1	15 3	7 7	3	1	104
2,975	July 1, 1886	7 26.50	8 25	7	564,151	193.20	1	14 0	7 6			
2,714	July 1, 1886	7 24	8 24	7			4	18 5	7 5	8	1	8
1,558	July 1, 1886	7 22.40	8 21	7			1	18 4	7 5			
1,170	July 1, 1886	7 22	8 21	7			1	19 8	7 5			
389	July 1, 1886	1 27	2 27	7	105,105	143.98	1	15 3	7 5			
63	July 1, 1886	1 27	2 27	7			1	13 5	7 5			
1,073	July 1, 1886	1 24	4 25	7	203,305	139.25	3	16 0	7 5	4	1	4
2,714	July 1, 1886	1 23	4 23	7			171	15 1 1/2	7 5			
1,968	July 1, 1887	3230.61	31 26.66	7	49,976	68.46	1	17 5	9 0	2	1	2
171	July 1, 1887	1 14.67	2 16.37	6	72,960	116.55	1	6 5	5 7 1/2	2	1	2
							1	8 0	5 2			

ough and Gainesville, Tex., covered by pouch service. (See Table C.)
¹²Cars on trains 153 and 154 shown under Hannibal, Mo., and Denison, Tex., R. P. O.
¹⁴116 miles distance on route 31007 covered by Palestine and Laredo, Tex., R. P. O.
¹⁵4 helpers between Denison and Taylor, Tex., 259 miles, and 1 helper between Taylor and Austin, Tex., 36 miles.
¹⁶16 miles distance on route 38003 covered by LaSalle and Denver, Colo., R. P. O.
¹⁷In reserve.
¹⁸4.53 miles of route 38020 between Georgetown and Silver Plume, Colo., covered by pouch service. (See Table C.)
¹⁹1 clerk detailed to transfer service, Denver, Colo.

²⁰120 miles distance on route 38001 covered by Denver, Pueblo, and Leadville, Colo., R. P. O.
²¹97 miles distance on route 38019 covered by Denver, Pueblo, and Leadville, Colo., R. P. O.
²²Clerks double route 38025 twice each round trip.
²³Reported last year as Leadville and Salida, Colo., 60 miles; increased distance, 218.50 miles, Denver, Colo., and Ordien, Utah, R. P. O. also runs over route 38001 between Denver and So. Pueblo, Colo. (120 miles), and over route 38019 between So. Pueblo and Salida, Colo., (97 miles).
²⁴50 miles of route 38001, between So. Pueblo and Cucharas, Colo., covered by Pueblo Silverton, Colo., R. P. O., and 36.94 miles between Cucharas and El Moro, Colo., covered by pouch service. (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 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.	Miles of route for which railroad is paid.
Des Moines and Harvey, Iowa.	6	<i>Miles.</i> 44.74	Des Moines, Harvey, Iowa (Wab., St. L. and Pac.).	27060	44.74
Des Moines and Keokuk, Iowa.	6	163.08	Des Moines, Keokuk, Iowa (Chi., R. Isl'd and Pac.).	27019	163.11
Des Moines, Ia., and Saint Joseph, Mo.	6	200.00	Des Moines, Avon, Iowa (Chi., Burl. and Q'cy). Avon, Indianola, Iowa (Chi., Burl. & Q'cy) Indianola, Chariton, Iowa (Chi., Burl. and Q'cy). Chariton, Bethany Jct., Iowa (Chi., Burl. and Q'cy). Bethany Jct., Iowa, Albany, Mo. (Chi., Burl. and Q'cy). Albany, St. Joseph, Mo. (Chi., Burl. and Q'cy).	27033 (part) 27092 27042 *27006 (part) 27001	(*) 14.57 33.71 50.45 46.76
Des Moines and Sioux City, Iowa.	6	238.64	Des Moines, Jewell, Iowa (Chi. and No. West). Jewell, Wall Lake Jct., Iowa (Chi. and No. West). Wall Lake Jct., Onawa, Iowa (Chi. and No. West). Onawa, Sioux City, Iowa (S. C. and Pac.)..	27030 27066 *27038 (part) 27029 (*)	50.93 73.65 64.72 (*)
Des Moines and Winterset, Iowa.	6	42.90	Des Moines, Somerset Jct., Iowa (Chi., R. Isl'd and Pac.). Somerset Jct., Winterset, Iowa (Chi., R. Isl'd and Pac.).	*27015 (part) 27076	15.70 27.72
<i>Detroit, Mich., and Chicago, Ill.</i> ¹⁰	9	286.60	Detroit, Mich., Chicago, Ill. (Mich. Cent.)..	24006	285.10
Detroit and Grand Haven, Mich.	9	188.94	Detroit, Grand Haven, Mich. (D., G. H. and M.).	24027	189.06
Detroit and Grand Rapids, Mich. ¹²	9	170.65	Detroit, Jackson, Mich. (Mich. Cent.)..... Jackson, Grand Rapids, Mich. (Mich. Cent.).	24006 (part) 24010	(10) 94.73
Detroit, Mich., and Peru, Ind..	9	198.61	Detroit, Mich., Denver, Ind. (W., St. L. and P.). Denver, Peru, Ind. (W., St. L. and P.)....	*22027 (part) 22004 (10)	186.03 (part)
Detroit, Three Rivers, Mich., and Chicago, Ill.	9	274.49	Detroit, Jackson, Mich. (Mich. Cent.)..... Jackson, Niles, Mich. (Mich. Cent.)..... Niles, Mich., Chicago, Ills. (Mich. Cent.)..	(part) 24006 (part) 24008 (part) 24006 (part)	(10) (part) 104.20 (10)
Detroit, Mich., and Toledo, Ohio (day line).	9	60.50	Detroit, Mich., Toledo, Ohio (Mich. Cent.).	24035	59.50
Detroit, Mich., and Toledo, Ohio (night line)	9	65.90	Detroit, Mich., Toledo, Ohio (L. S. and M. S.).	24001	64.90
DeWitt and Superior, Nebr. ¹¹	6	85.75	DeWitt, Superior, Nebr. (Nebr. and Colo.).	24020	85.52
Dickson and Etna, Tenn. ¹¹	5	43.73	Dickson, Etna, Tenn. (Nash. and Tusculooa).	19016	44.28
Dodds and Cincinnati, Ohio ..	5	38.73	Dodds, Cincinnati, Ohio (Cin., Leb. and North.).	*21078	36.20

¹ Cars run through between Moberly, Mo., and Des Moines, Iowa, covering Ottumwa, Iowa, and Moberly, Mo., and Des Moines and Harvey, Iowa, R. P. O.'s. (See Ottumwa, Iowa, and Moberly, Mo., R. P. O.) This line was reported last year as Des Moines and Centreville, Iowa, R. P. O.; decreased distance run this year 40.72 miles.

² One car in reserve.

³ Distance (7.60 miles) covered by Des Moines and Albia, Iowa, R. P. O.

⁴ 1 helper between Bethany Junction, Iowa, and Saint Joseph, Mo., 95 miles.

⁵ Reserve.

⁶ Balance of route (44.23 miles) covered by Bethany Junction, Iowa, and Grant City, Mo., R. P. O.

⁷ Balance of route (16.70 miles) covered by Carroll and Kingsley, Iowa, R. P. O.

⁸ Distance (37.20 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

⁹ Balance of route (6.73 miles) covered by Somerset Junction and Indianola, Iowa, pouch-service. (See Table C.)

¹⁰ Double service trains 2 and 8 daily except Sunday; trains 9 and 16 daily.

¹¹ 1 car held in reserve.

¹² 4 clerks detailed to Detroit, Three Rivers, and Chicago R. P. O.; 1 clerk detailed to office chief clerk R. M. S., Detroit, Mich.; 2 clerks detailed as transfer clerks at Detroit, Mich.; 1 clerk detailed as transfer clerk, Jackson, Mich.; 1 clerk detailed as transfer clerk, Michigan City, Ind.; 2 clerks assigned to trains 9 and 16 as

in the United States on June 30, 1887—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train number taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	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.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
Lbs. 485	July 1, 1887	8 24.40	7 24.	6	28,007	89.48	(1)					1	1	1
1,152	July 1, 1887	52 22.50	53 25.42	6	102,088	108.72	23	16 6	9 0		3	1	3	
1,968	July 1, 1887	41 22.50	42 25.	6	125,237	100.03	1	22 8	8 9½		4	1	45	
1,950	July 1, 1887	41 24.17	42 24.17				1	20 4	9 1					
1,907	July 1, 1887	41 21.29	42 23.25				1	13 3½	7 2					
991	July 1, 1887	41 25.23	42 23.29											
1,017	July 1, 1887	41 23.38	42 23.38											
1,110	July 1, 1887	41 30.21	42 22.75											
2,398	July 1, 1887	54 22.47	55 21.15	6	149,388	119.32	1	24 0	9 3		4	1	4	
934	July 1, 1887	11 27.62	12 28.51				1	15 0	7 4					
1,163	July 1, 1887	73 26.85	72 22.84											
7,209	July 1, 1887	9 29.76	10 29.76											
643	July 1, 1887	33 15.70	34 20.93	0	26,855	85.80	1	9 0	7 0		1	1	1	
509	July 1, 1887	33 23.76	34 19.56											
16,713	July 1, 1884	3 30.05	2 29.28	6	179,468	122.86	13	44	9		4	2	(12)	
		9 26.35	16 30.59	7	209,284	143.34	13	50	9		4	4	37	
3,038	July 1, 1884	3 22.45	6 24.92	6	118,276	94.47	23	22 10	9 0		4	1	1	
		14 25.20	18 24.92	6	98,595	157.59	1	21 0	8 7		2	1	188	
16,713	July 1, 1884	15 26.72	14 29.30	6			1	15 0	9 0		3	1	1	
1,958	July 1, 1884	107 30.45	102 32.19	6	106,827	113.76							5	
		105 28.89	104 32.19	6	59,295	94.72	1	15 0	9 0					
530	July 1, 1884	51 29.84	52 29.07	6	124,330	132.49	2	10 7	8 6		2	1	1	
913	July 1, 1884	51 24	52 24	6										
16,713	July 1, 1884	11 30.28	4 27.52	6			1	16 8	9 0					
834	July 1, 1884	61 27.57	62 24.81	6	171,830	137.24	1	18 0	9 0		4	1	(13)	
16,713	July 1, 1884	11 26.23	4 25.29	6										
543	July 1, 1884	301 32.34	306 30.94	6	37,873	121.00	1	17 10	8 8		1	1	1	
4,634	July 1, 1884	201 28.84	130 11.38	6	41,253	131.80	1	36 0	9 0		1	1	22	
441	Mar. 30, 1887	49 21.38	50 22.31	6	53,679	171.50	1	12 0	9 0		1	1	1	
127	Feb. 15, 1887	61 9.47	62 9.47	6	23,846	87.46	1	7 0	4 5		1	1	1	
703	July 1, 1885	14 20.68	1 20.11	6	2,738	73.46	2	8 0	5 6		1	1	1	

helpers between Detroit and Battle Creek; 2 clerks assigned to trains 2 and 3 as helpers between Chicago and Kalamazoo.

¹² 1 clerk detailed as transfer clerk at Detroit, Mich. 1 clerk detailed as helper between Detroit and Durand, Mich., 67 miles.

¹⁴ Clerks on trains 1 and 8 run only between Detroit and Grand Rapids, Mich., 157.50 miles, giving, in connection with trains 3 and 6, double service between those points daily, except Sunday.

¹⁵ Double service between Jackson and Grand Rapids, Mich., 94.73 miles, daily, except Sunday.

¹⁶ Shown in report of Detroit and Chicago R. P. O.

¹⁷ Balance of route, Denver to Logansport, Ind., 18.33 miles, covered by closed-pouch service. (See Table C.)

¹⁸ Shown in report of Michigan City and Indianapolis R. P. O.

¹⁹ Clerks appointed to Detroit and Chicago R. P. O.

²⁰ On trips outward this clerk takes charge of registered matter. Local service performed on day line.

²¹ 1 clerk detailed to the New York and Chicago R. P. O.

²² Service on this line was established this year.

²³ Dickson and Centreville R. P. O. extended to Etna, Tenn.; increase in distance, 9.59 miles, February 1, 1887.

²⁴ R. P. O. service established June 3, 1887; previous to that time this line was a part of the Dalphos and Cincinnati 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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Downingtown and New Holland, Pa.	2	28.28	Downingtown and New Holland, Pa. (Penna.).	8047	28.28
Downs and Stockton, Kans.	7	42.00	Downs, Alton, Kans. (C. Breh. U. P.)	33029	24.05
			Alton, Stockton, Kans. (Rooks Co.)	33047	19.07
Dresden and Cincinnati, Ohio	5	185.30	Dresden, Morrow, Ohio (Cin. and Muskingum Val.).	21020	148.73
			Morrow, Cincinnati, Ohio (Pitta., Cin. and St. Louis).	21014	(²)
Driftwood and Red Bank Furnace, Pa.	2	109.98	Driftwood and Red Bank Furnace, Pa. (Allegh. Val.).	(part) 8076	109.91
Dubuque, Iowa and Mendota, Ill.	6	132.29	Dubuque, Iowa, Mendota, Ill. (Illinois Central).	42021	132.29
Dubuque and Sioux City, Iowa.	6	327.64	Dubuque, Sioux City, Iowa (Illinois Central).	(part) 27021	327.59
Duluth and Brainerd, Minn.	6	114.67	Duluth, Brainerd, Minn. (North. Pac.)	28011	114.67
Duluth, Minn., and Eau Claire, Wis.	6	169.80	Duluth, Minn., Superior Junction, Wis. (Chi., St. P., Minn. and Om.).	25031	69.94
			Superior Junction, Chicago Junction, Wis. (Chi., St. P., M. and Om.).	25028	(²)
			Chicago Junction, Eau Claire, Wis. (Chi., St. P., M. and Om.).	(part) 25048	79.11
Duluth and Saint Paul, Minn.	6	154.80	Duluth, Saint Paul, Minn. (St. Paul and Dul.).	26007	154.59
Dunkirk, N. Y., and Titusville, Pa.	2	91.41	Dunkirk, N. Y., and Titusville, Pa. (Dunk., A. V. and P.).	6019	91.28
Du Pont, Ga., and Gainesville, Fla.	4	119.27	Du Pont, Ga., Gainesville, Fla. (S. F. and W. Kwy.).	15036	119.27
Dwight and Washington, Ills.	6	70.13	Dwight, Washington, Ills. (Chi. and Alton).	23019	70.12
Easton and Hazleton, Pa.	2	69.18	Easton, Pa., and Penn Haven Junction, Pa. (Lehigh Valley).	8010	(¹³)
		145.50		(part)	
			Penn Haven Junction, Pa., and Hazleton, Pa. (Lehigh Valley).	8016	(¹⁴) 14.80
East Saginaw and Howard City, Mich.	9	81.51	East Saginaw, Alma, Mich. (D. L. and N.).	(part) 1924030	38.78
East Saginaw and Port Huron, Mich.	9	92.06	Alma, Howard City, Mich. (D. L. and N.).	24041	42.73
			East Saginaw, Zion, Mich. (P. H. and N. W.).	24025	78.85
			Zion, Port Huron, Mich. (P. H. and N. W.).	24042	(¹⁵)
Eatonton and Gordon, Ga.	4	38.75	Eatonton, Gordon, Ga. (Cent. of Ga.).	(part) 15014	38.53
Eau Claire, Wis., and Wabasha, Minn.	6	49.40	Eau Claire, Wis., Wabasha, Minn. (Chi., Mil. and St. P.).	25047	49.58
Edgar and Curtis, Nebr.	6	154.30	Edgar, Holdrege, Nebr. (Nebr. and Colo.).	34043	81.11
			Holdrege, Elwood, Nebr. (Nebr. and Colo.).	34031	28.72
			Elwood, Curtis, Nebr. (Nebr. and Colo.).	34042	44.32
Egan, Dak., and Sioux City, Iowa.	6	125.38	Egan, Dak., Sioux Falls, Dak. (Chi., Mil. and St. P.).	(part) 23007	34.91
			Sioux Falls, Elk Point, Dak. (Chi., Mil. and St. P.).	247034	76.32
			Elk Point, Dak., Sioux City, Iowa (Chi., Mil. and St. P.).	(part) 34001	(¹⁶)

¹ Previous to November 15, 1886, twelve trips between Dresden and Washington C. H., Ohio, 107.66 miles, six trips residue. November 15, 1886, all clerks ran through to Cincinnati, Ohio, making double daily service over whole line, clerks on trains 6 and 7 running daily; clerks on trains 11 and 12 daily, except Sunday, January 31, 1887, run of clerks on trains 6 and 7, curtailed at Morrow, Ohio, 148.56 miles, making thirteen trips per week between Dresden and Morrow, Ohio; six trips residue. Sunday service on trains 6 and 7 discontinued April 10, 1887.

² 1 car in reserve.

³ Covered by the Pittsburgh and Cincinnati R. P. O., 36.39 miles.

⁴ In reserve.

⁵ Balance of route (212.85 miles) covered by Mendota and Centralia, Ills., R. P. O.

⁶ One helper between Mendota and Freeport, Ill., 63.49 miles.

⁷ Two helpers on day line between Dubuque and Blairsburgh, Iowa, 162.8 miles. Two helpers on night line between Dubuque and Ackley, Iowa, 132 miles. One clerk detailed to transfer duty at Sioux City, Iowa.

⁸ Reserve.

⁹ Distance (8.20 miles) covered by Ashland, Wis., and Saint Paul, Minn., R. P. O.

¹⁰ Relieved every third week by a Buffalo and Jamestown clerk.

¹¹ Short run, New York and Elmira R. P. O.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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 (miles).	Train No. inward.					Average speed (miles).	Length.				Width.
<i>Lbs.</i>								<i>Ft.</i>	<i>In.</i>	<i>Ft.</i>	<i>In.</i>			
303	July 1, 1885	233	8.88	250	15.01	0	17,703	56.56	1	6	6	1	1	1
543	July 1, 1886	63.21		64.21		7	30,660	84.00	1	17	6	8	1	1
432	July 1, 1886	63.21		61.21		7								
778	July 1, 1884	11 27.04		12 26.24		6	115,998	133.54	3	19	0	8	9	5
		7 27.89		6 28.33		10	95,325	.....	4	14	10	6	10	
20,281	July 1, 1884	11 24.20		12 22.93		6								
584	July 1, 1885	2 10.11		1 19.39		6	68,847	109.98	2	17	6	8	9	2
									4					1
4,579	July 1, 1887	5 23.34		4 24.80		6	82,813	132.20	1	27	6	9	0	2
3,922	July 1, 1887	4 22.85		3 24.12		6	295,103	131.05	3	30	0	9	0	5
		2 23.39		1 24.26		6	295,103	131.05	3	24	0	9	0	5
									5	27	1	9	0	
477	July 1, 1887	7 21.84		8 22.93		7	83,709	114.67	1	25	9	8	11	2
666	July 1, 1887	91 23.31		92 23.46		6	190,661	160.80	2	22	2	9	4	2
1,142	July 1, 1887	91 9		92 9.84										
886	July 1, 1887	91 21.98		92 24.98										
1,883	July 1, 1887	2 24.09		1 22.08		6	96,995	103.20	2	22	0	8	6	3
									8	22	0	9	4	
605	July 1, 1885	1 23.30		4 23.80		6	57,223	103.80	1	15	6	6	6	1
									4	13	0	7	0	2
393	Feb. 11, 1885	56	24	60	21	7	87,067	119.27	1	18	0	9	3	2
307	July 1, 1887	122 24.01		121 27.14		6	43,991	119.26	1	13	10	9	5	1
3,459	July 1, 1885	12 26.25		7 25.20		6	43,307	97.96	2	14	9	10	0	2
		18 24.22		3 25.20		6	43,307	.....	2	14	7	10	0	2
		146 23.75		121 28.75		6	28,592	.....	1	13	9	10	0	(15)
														(15)
645	July 1, 1885	2 22.26		7 16.14		6	.....	.....	(15)	.....	.....	.....	.....	(15)
		18 21.65		3 17.76		6	.....	.....	(15)	.....	.....	.....	.....	(15)
									4	21	10	10	0	
527	July 1, 1884	13 21.12		20 22.92		6			1	10	3	5	6	
							51,015	108.68	1	9	8	6	9	1
443	Mar. 30, 1887	13 21.31		20 23.00		6			1	9	8	6	9	
248	July 1, 1884	5 21.68		8 21.72		6								
575	July 1, 1884	2 21.82		8 18		6	57,630	138.09	1	9	6	6		1
154	July 1, 1884	22	14	21	13	6	21,215	77.46	1	15	9	8	4	1
682	July 1, 1887	2 22.88		3 22.04		6	30,521	98.80	1	18	5	9	2	1
195	Feb. 21, 1887	101 26.31		102 25.31		6	96,592	154.30	1	9	9	8	3	2
122	July 1, 1886	101 24.35		102 21.91		.....			1	8	6	7	4	
211	Feb. 21, 1887	101 21.35		102 21.91		.....							
404	July 1, 1886	8 26.18		7 23.18		6	78,488	125.38	1	23	2	9	4	2
998	July 1, 1887	10 26.38		7 23.38										
838	Mar. 30, 1887	2 21.98		1 27.76										

¹² 52.50 miles covered by New York and Elmira R. P. O.

¹³ Service performed in New York and Elmira R. P. O.

¹⁴ One helper, Easton and Hazleton and return.

¹⁵ Double daily service and additional run 45.50 miles to Mauch Chunk and return.

¹⁶ Clerk shown on trains two and eighteen.

¹⁷ 8.80 miles covered by Hazleton and Sunbury R. P. O.

¹⁸ Cars and clerks shown on route 8010.

¹⁹ Remainder of route (7.20 miles), Alma to Ithaca, covered by closed-pouch service. (See Table C.)

²⁰ One clerk appointed to Ludington and Toledo R. P. O., alternates between this line and the Maustee and East Saginaw R. P. O.

²¹ Runs on route 21,042, Zion to Port Huron, Mich. (and 12.75 miles).

²² Shown in report of Port Austin and Port Huron R. P. O.

²³ One clerk alternates between the East Saginaw and Port Huron, Fort Gratiot, and Detroit, and Port Austin and Port Huron R. P. O.

²⁴ Service on this line was established this year.

²⁵ Balance of route (4.40 miles) covered by La Crosse, Wis., and Woonsocket, Dak., R. P. O.

²⁶ Distance (20.82 miles) covered by Sioux City, Iowa, and Mitchell, Dak., R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Line upon which railway post-office cars are paid for, in italics.)	Division.	Miles. 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.	Miles of route for which railroad is paid.
Elba and Rocky Mount, Va.	3	37.26	Elba, Rocky Mount, Va. (Frank Div. Va. Mid.)	11022	37.47
Elmira, N. Y., and Blossburgh, Pa.	2	152.41	Elmira, N. Y., and Blossburgh, Pa. (N. Y., L. E. and W.)	8020 (part)	249.35
Elmira, N. Y., and Wilkes Barre, Pa. ¹	2	124.13	Elmira, N. Y., and Waverly, N. Y. (N. Y., L. E. and W.)	6001 (part)	(4)
			Waverly, N. Y., and Wilkes Barre, Pa. (Lo-high Valley)	8010 (part)	(5)
Elmira, N. Y., and Williamsport, Pa.	2	79.13	Elmira, N. Y., and Williamsport, Pa. (No. Central)	8021 (part)	78.81
Emporia and Moline, Kans. ¹⁰	7	80.41	Emporia, Howard, Kans. (A., T. and S. F.)	33023	77.65
			Howard, Moline, Kans. (K. C., E. and S.)	33054	8.76
Erie and Pittsburgh, Pa.	2	148.00	Erie, Pa., and Homewood, Pa. (Erie and Pitta.)	8044	112.95
			Homewood, Pa., and Pittsburgh, Pa. (P., E., W. and C.)	21002 (part)	(12)
Essex Junction, Vt., and Boston, Mass.	1	241.86	Essex Junct., Bellows Falls, Vt. (Ct. Vermont)	2003	127.97
			Bellows Falls, Vt., Fitchburg, Mass. (Cheshire)	3055	64.60
			Fitchburg, Boston, Mass. (Fitchburg) . . .	23021 (part)	(16)
Fairland and Martinsville, Ind.	5	37.78	Fairland, Martinsville, Ind. (Fair, Frank and Martins)	22016	38.35
Fairmount and Chester, Nebr.	6	43.00	Fairmount, Hebron, Nebr. (B. and M. R. in Nebr.)	34034	36.45
			Hebron, Chester, Nebr. (Nebr. and Colo.)	34034	12.20
Fairmount, Dak., and Minneapolis, Minn.	6	192.50	Fairmount, Dak., Minneapolis, Minn. (Minn. and Pac.)	26058	192.51
Fair Oaks and Brazil, Ind.	5	118.89	Fair Oaks, Attica, Ind. (Chic. and Gt. Sou.)	22028	56.34
			Attica, Brazil, Ind. (Chic. and Gt. Sou.) . . .	22031	163.42
Fargo, Dak., Barnesville, Minn., and Saint Paul, Minn.	6	243.36	Fargo, Dak., Barnesville, Minn. (St. P., Minn. and Man.)	26005 (part)	(19)
			Barnesville, St. Cloud, Minn. (St. P., Minn. and Man.)	26004 (part)	(20)
			St. Cloud, Minneapolis, Minn. (St. P., Minn. and Man.)	26040	(21)
			Minneapolis, St. Paul, Minn. (St. P., Minn. and Man.)	26000	(22)
Fargo and La Moure, Dak.	6	83.15	Fargo, La Moure, Dak. (North Pac.)	35015	88.10
Farley and Cedar Rapids, Iowa.	6	57.81	Farley, Cedar Rapids, Iowa (Chl., Mil. and St. P.)	27020	57.87
Farmington and Lewiston, Me.	1	47.12	Farmington, Leeds Junction, Me. (Me. Cent.)	223	36.30
			Leeds Junction, Lewiston, Me. (Me. Cent.)	245 (part)	(25)
Fernandina and Orlando, Fla.	4	215.68	Fernandina, Waldo, Fla. (F. R. and N. Co.)	16001 (part)	2684.15
			Waldo, Tavares, Fla. (F. R. and N. Co.) . . .	16011 (part)	94.45
			Tavares, Orlando, Fla. (T. O. and A. R. R.)	16022	32.95
Flomaton, Ala., and Pensacola, Fla.	4	44.84	Flomaton, Ala., Pensacola, Fla. (L. and N. R. R.)	10003	44.84
Florence, S. C., and Augusta, Ga.	4	164.37	Florence, Columbia, S. C. (W. C. and A. R. R.)	14002 (part)	2283.00
			Columbia, S. C., Augusta, Ga.	13007 (part)	(27)

¹ Double daily service, except Sunday. Tioga Junction and Lawrenceville, 3.20 miles.² 15.59 miles covered by closed-pouch service. (See Table C.)³ Short run New York and Elmira R. P. O.⁴ 17.54 miles covered by New York and Dunkirk R. P. O.⁵ Clerk shown on New York and Elmira R. P. O.⁶ 102 miles covered by New York and Elmira R. P. O.⁷ Cars and clerks shown on route No. 6001.⁸ Relieved every third week by the Canandaigua and Elmira R. P. O.⁹ In reserve.¹⁰ Reported last year as Emporia and Howard, Kans., R. P. O.; increased distance, 8.76 miles.¹¹ One clerk detailed as transfer clerk at Erie, Pa.¹² 34.60 miles covered by Pittsburgh and Chicago R. P. O.¹³ Cars and clerks shown on route No. 8044.¹⁴ Clerk detailed as transfer clerk, Rutland, Vt.¹⁵ Balance of route covered by Boston and Troy R. P. O., \$5.90 miles.¹⁶ Covered by Boston and Troy R. P. O., 49.60 miles.¹⁷ Two cars in reserve.

in the United States on June 30, 1887—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train num- bers taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerk.	Average miles run daily by crews.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crew.	Number of clerks to crew.	Number of clerks ap- pointed to line.	
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).				Length.	Width.				
														Ft. In.
Lbs. 128	July 1, 1885	44	12.33	43	10.57	6	23,325	74.52	1	5 3	5 1	1	1	1
588	July 1, 1885	1	17.94	4	20	6	32,809	104.82	1	15 0	0 7	1	1	1
12,297	July 1, 1885	9	42.09	30	26.31	0	77,705	248.26	2	20 ..	10 ..	1	1	(⁶)
3,459	July 1, 1885	9	35	30	26.31	6			(⁷)			(⁷)		
3,039	July 1, 1885	6	27.81	3	25.29	6	49,535	98.87	2	15 ..	8 6	*2	1	2
281	July 1, 1886	251	10.20	252	10.20	6	54,093	172.82	1	15 ..	8 9			
265	Feb. 21, 1887	251	10.20	252	10.20	6			1	12 0	7 7	1	1	1
1,305	July 1, 1885	24	22.96	21	24.64	---	92,648	98.66	2	20 ..	9 ..	3	1	*4
23,000	July 1, 1885	24	22.95	21	27.67	---			(¹⁰)	15 ..	9	(¹¹)		
4,099	July 1, 1885	53	19.41	10	24.46	6	151,404	120.93	1	23 9	6 10	4	2	(¹⁰)
3,374	July 1, 1885	53	27.43	10	28.03	---			1	24 2	6 10			
6,568	July 1, 1885	53	29.76	10	22.37	---			*2	24 ..	6 10			
116	July 1, 1884	53	11.22	54	9.59	6	25,650	75.56	1	11 0	7 0	1	1	1
353	Mar. 30, 1887	67	15.00	68	21.62	6	30,048	96.90	1	8 0	7 4	1	1	1
159	July 1, 1886	67	14.96	68	21.62	---								
279	July 1, 1887	6	22.42	5	22.42	6	120,505	128.33	2	16 5	7 2	3	1	3
70	Mar. 17, 1884	1	18.78	2	15.43	6	68,952	118.89	*4	11 0	7 0	2	1	2
311	Dec. 1, 1886	1	18.12	2	14.86	6								
2,865	July 1, 1887	2	24.54	1	26.77	6	152,343	121.68	2	24 6	9 4	4	1	4
4,496	July 1, 1887	2	23.32	1	24.57	---								
6,586	July 1, 1887	2	26.82	1	25.09	---								
4,937	July 1, 1887	2	18.31	1	18.31	---								
408	July 1, 1886	33	20.74	34	20.74	6	55,182	176.30	1	17 5	9 1	1	1	1
768	July 1, 1887	19	18.27	20	18.27	6	36,189	115.62	1	18 1	7 7	1	1	1
870	July 1, 1885	56	24.19	67	24.19	6	29,497	94.24	1	14 6	6 6	1	1	1
1,521	Feb. 11, 1885	56	13.45	67	16.14	---								
1,049	July 1, 1884	7	22.5	8	21	7	157,373	107.79	3	13 6	7 0	4	1	4
879	Feb. 15, 1886	7	19	8	23.5	---								
593	Oct. 15, 1885	4	23	1	28	---								
1,033	July 1, 1884	5	14	6	17.5	6	29,080	89.68	*2	14 0	9 1	1	1	1
6,781	July 1, 1884	48	20	47	27	7	119,990	109.58	*1	12 9	9 0			
2,082	July 1, 1884	47	20	48	22	---			1	25 5	8 10	3	1	3
									1	20 0	9 0			

¹⁸ Fair Oaks and Yeddo R. P. O. extended to Brazil, Ind., September 15, 1886; increase in distance, 42.10 miles.

¹⁹ Distance (24.54 miles) covered by Neche, Dak., and Saint Paul, Minn., R. P. O.

²⁰ Distance (143.79 miles) covered by Boundary Line and Saint Paul, Minn., R. P. O.

²¹ Distance (64.81 miles) covered by Boundary Line and Saint Paul, Minn., R. P. O.

²² Distance (10.68 miles) covered by Neche, Dak., and Saint Paul, Minn., R. P. O.

²³ Balance of route covered by Bath and Lewiston R. P. O., 15.03 miles, and closed-punch service between Leeds Junction and Lewiston, 16.32 miles. (See Table C.)

²⁴ Balance of route covered by Skowhegan and Portland R. P. O., 92.27 miles.

²⁵ Covered by Skowhegan and Portland R. P. O., 10.66 miles.

²⁶ 71 miles shown as Waldo and Cedar Keys R. P. O.

²⁷ 3 reserve cars.

²⁸ 110 miles reported in Wil. and Jacks. R. P. O.

²⁹ Reported in Charlotte and Augusta R. P. O.

TABLE A^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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Florence and Ellinwood, Kans. ¹	7	93.01	Florence, Ellinwood, Kans. (A. T. and S. F.)	33030	99.01
Florence and Winfield, Kans. ²	7	75.03	Florence, Winfield, Kans. (A. T. & S. F.)	33017	75.03
Fonda and Des Moines, Iowa	6	115.17	Fonda, Des Moines, Iowa (Wab., St. L. and Pac.).	27046	114.22
Fond du Lac and Milwaukee, Wis.	6	64.18	Fond du Lac, Milwaukee, Wis. (Chi. and No. West.).	25012	64.07
Forreston and Aurora, Ill. . . .	6	81.58	Forreston, Aurora, Ill. (Chi. and Iowa) . .	23030	81.57
Fort Branch and Mount Vernon, Ind.	5	38.72	Fort Branch, Mount Vernon, Ind. (Evans. and Terre Haute).	22039	38.75
Fort Gratiot, Mich., and Chicago, Ill.	9	337.73	Fort Gratiot, Mich., Chicago, Ill. (C. and G. T.).	24039	338.46
Fort Gratiot and Detroit, Mich.	9	61.34	Fort Gratiot, Detroit, Mich. (Grand Trunk).	24028	60.84
Fort Howard, Wis., and Chicago, Ill.	6	243.33	Fort Howard, Wis., Chicago, Ill. (Chi. and No. West.).	25009	242.70
Fort Howard, Wis., and Winona, Minn.	6	215.40	Fort Howard, Wis., Winona, Minn. (G. Bay, Win. and St. Paul).	25027	215.50
Fort Scott, Kans., and Joplin, Mo.	7	78.77	Fort Scott, Kans., Joplin, Mo. (K. C., Ft. S. and G.).	*33008 (part)	76.33
Fort Scott and Kiowa, Kans. ¹¹	7	244.91	Fort Scott, Anthony, Kans. (St. L., Ft. S. and W.).	33036	214.48
			Anthony, Kiowa, Kans. (St. L., Ft. S. and W.).	33073	30.43
Fort Smith, Ark., and Leland, Miss. ¹²	7	306.50	Fort Smith, Little Rock, Ark. (St. L., I. M. and S.).	29003	168.00
			Little Rock, Arkansas City, Ark. (St. L., I. M. and S.).	129007	113.75
			Arkansas City, Ark., Leland, Miss. (L., N. O. and T.).	18020	24.16
Fort Valley, Ga., and Troy, Ala.	4	156.20	Fort Valley, Columbus, Ga. (S. W.)	15011	*101.04 (part)
			Columbus, Ga., Troy, Ala. (Cent. of Ga.) . .	17008	*30.70 (part)
Fort Wayne, Ind., and Cincinnati, Ohio.	5	178.81	Fort Wayne, Cambridge City, Ind. (Ft. Way., Cin. and Lou.).	*22020 (part)	96.98
			Cambridge City, Ind., Harrison, Ohio (White Water).	121031	55.91 (part)
			Harrison, Valley Junction, Ohio (Cin., Ind., St. Lou. and Chic.).	21071	7.40 (part)
			Valley Junction, Cincinnati, Ohio. (Cin., Ind., St. Lou. and Chic.).	22003	(19)
Fort Worth and Guide, Tex. ²⁰	7	53	Ft. Worth, Waxahachie, Tex. (Ft. W. and N. O.).	31052	41.88
			Waxahachie, Guide, Tex. (C. T. and N. W.).	31021	12.30
Frankfort, Ind., and Saint Louis, Mo.	5	245.44	Frankfort, Ind., East St. Louis (n. o.), Ill. (Tol., Cin. and St. Lou.).	22046	243.68
Fredericksburgh and Orange C. H., Va.	3	38.92	Fredericksburgh, Orange C. H., Va. (P., F. and P.).	11020	39
Fremont and Lincoln, Nebr. . . .	6	52.67	Fremont, Lincoln, Nebr. (Fre., Elk. and Mo. Val.).	34037	52.97
Gainesville and Galveston, Tex. ²¹	7	411.60	Gainesville, Ft. Worth, Tex. (G., Colo. and S. F.).	31054	64.90
			Ft. Worth, Galveston, Tex. (G., Colo. and S. F.).	31027	346.87

¹ This line is operated in connection with Florence and Winfield, Kans., R. P. O.² Reported last year as Florence and Douglas, Kans.; increased distance 20.17 miles. This line is operated in connection with Florence and Ellinwood, Kans., R. P. O.³ One car held in reserve.⁴ One clerk runs as helper between Fort Gratiot and Battle Creek, Mich., 159.75 miles.⁵ This clerk has relief every fourth week by clerk appointed to the East Saginaw and Port Huron R. P. O.⁶ One car in reserve.⁷ Two clerks detailed to register transfer duty at Chicago, Ill.⁸ Two cars in reserve.⁹ 99 miles of route 33008, between Kansas City, Mo., and Fort Scott, Kans., covered by Kansas City, Mo., and Memphis, Tenn., R. P. O., and 6.36 miles, between Joplin and Webb City, Mo., by closed pouch service. (See Table C.)¹⁰ In reserve.¹¹ Reported last year as Fort Scott and Anthony, Kans., R. P. O.; increased distance, 30.43 miles.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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 (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>									<i>Ft.</i>	<i>In.</i>				
624	July 1, 1886	353 22		354 22	7	72,277	99.01	1	13 5	9 3	12	1	12	
211	Mar. 30, 1887	305 24		306 22	6	45,969	150.06	1	12 0	7 7	11	1	11	
435	July 1, 1887	2 19.04		1 17.80	6	72,096	115.17	2	14 0 1/2	7 11	12	1	12	
6,119	July 1, 1887	6 29.57		5 30.75	6	40,177	128.36	1	12 8	9 2	1	1	1	
5,877	July 1, 1887	10 25.76		1 25.09	6	51,069	81.58	2	8 10	8 4	2	1	2	
163	July 1, 1884	21 23.25		22 23.25	6	24,239	77.44	1	6 3	9 9	1	1	1	
811	July 1, 1884	4 29.56		1 24.97	6	211,419	168.86	33	20 5	9 5	4	1	45	
.....		4 25.16		1 26.09	6	38,399	92.01	1	23 0	6 0	1	51	1	
7,400	July 1, 1887	6 22.98		5 23.68	6	152,325	121.66	63	50 0	9 5	4	2	710	
590	July 1, 1887	1 21.91		2 22.40	6	134,840	143.60	83	12 0	7 4	3	1	3	
2,333	July 1, 1886	5 22		6 22	7	56,042	153.54	1	17 0	7 4				
722	July 1, 1886	3 22.50		4 22.50	7	178,784	122.45	101	18 1 1/2	8 10 1/2	1	1	1	
.....	Paynot fixed	3 22.50		4 22.50	7	.....	.....	2	14 0	9 1 1/2	4	1	4
1,048	July 1, 1886	651 21		650 21	7	123,005	112.33	2	16 7	6 11				
802	July 1, 1886	661 22		660 22	7	100,710	92.00	2	18 0	9 0	3	1	197	
578	July 1, 1886	15 16		16 16	7	.....	.....	101	18 0	9 0			
568	July 1, 1884	1 20		2 24	6	97,781	156.20	1	13 6	9 0	2	1	2	
431	July 1, 1884	1 21		2 21				1	15 3	9 0				
319	July 1, 1884	1 24.06		2 22.47	6	111,935	119.21	83	12 0	7 6	3	1	3	
391	July 1, 1884	1 24.48		2 23.62	6									
643	July 1, 1884	1 21.14		2 24.67	6									
18,154	July 1, 1881	1 17.70		2 26.55	6									
244	Oct. 18, 1886	44 21		41 21	7	38,690	106	62	17 6	8 10	1	1	1	
.....		44 21		41 21	7									
176	July 1, 1884	9-11 10.22		10-12 9.85	6	153,615	122.72	4	8 6	7 6	4	1	4	
211	July 1, 1885	1 13.81		2 13.81	6	24,364	77.84	1	7 0	7 4	1	1	1	
324	Jan. 17, 1887	43 24.45		42 23.42	6	32,870	105.31	1	25 0	9 6	1	1	1	
875	Feb. 14, 1887	2 22		1 22	7	300,468	137.20	10	20 6	9 0	6	1	6	
1,414	July 1, 1886	2 22		1 22	7									

¹³ This line is divided at Little Rock, Ark., into two divisions, Little Rock and Fort Smith, Ark., R. P. O. (168.50 miles), and Little Rock, Ark., and Leland, Miss., R. P. O. (138 miles).

¹³ 1 helper between Little Rock and Morrilton, Ark. (50 miles).

¹⁴ Arkansas City and Warren, Ark., R. P. O. also runs over 7.50 miles of route 29007, between Arkansas City and Tripp, Ark.

¹⁵ No service on this route between Macon and Fort Valley, Ga., at present.

¹⁶ 55 miles shown as Columbus and Montgomery R. P. O.

¹⁷ No mail carried on route 22020 between Cambridge City and Connersville, Ind., 12.56 miles.

¹⁸ Closed-ponch service between Hagerstown and Cambridge City, Ind., 7.17 miles. (See Table C.)

¹⁹ Covered by the Chicago and Cincinnati R. P. O., 17.70 miles.

²⁰ New service; not reported last year.

²¹ Reported last year as Fort Worth and Galveston, Tex.; increased distance, 64.90 miles.

²² 5 cars in reserve.

TABLE A^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 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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Galesburgh and Havana, Ill. . . .	6	62.03	Galesburgh, Havana, Ill. (Fallon Co., N. G.).	23067	60.81
Galva, Ill., and Burlington, Iowa. . . .	6	85.15	Galva, Gladstone, Ill. (Chl., Burl. and Qey.).	23070	75.17
Gainesville and Social Circle, Ga. . . .	4	52.27	Gladstone, Ill., Burlington, Iowa (Chl., Burl. and Qey.).	23007 (part)	(¹)
Garrison and Butte City, Mont. . . .	8	51.90	Gainesville, Social Circle, Ga. (G., J. and S.).	15034	52.27
Geneva, N. Y., and Williamsport, Pa. . . .	2	172.29	Garrison, Silver Bow, Mont. (Montana Union).	36001	44.90
Georgetown and Cincinnati, Ohio. . . .	5	47.44	Silver Bow, Butte City, Mont. (Utah and Northern ¹).	41003 (part)	(²)
Georgetown, Del., and Franklin City, Va. . . .	2	56.26	Geneva, N. Y., and Corning, N. Y. (Fall Brook Coal Co.).	6103	57.76
Gilman and Springfield, Ill. . . .	6	112.77	Corning, N. Y., and Stokesdale Junction, Pa. (Fall Brook Coal Co.).	3065 (part)	35.20
Girard and Chanute, Kans. . . .	7	41.36	Stokesdale Junction and Williamsport, Pa. (Fall Brook Coal Co.).	8150	78.52
Girard and Galena, Kans. . . .	7	48.29	Georgetown, Columbia, Ohio (Cin., Geo. and Ports.).	21060	42.17
Glendive and Billings, Mont. . . .	6	225.28	Columbia, Cincinnati, Ohio (Pitte., Cin. and St. Lou.).	21014 (part)	(³)
Glyndon, Md., and Gettysburgh, Pa. . . .	2	51.42	Georgetown, Del., and Franklin City, Va. (P. W. and B.).	9506 (part)	55.31
			Gilman, Springfield, Ill. (Illinois Central).	23034	112.72
			Girard, Chanute, Kans. (South. Kans.). . . .	33039	41.36
			Girard, Kans., Joplin, Mo. (St. L. and S. F.).	33020	38.77
			Joplin, Mo., Galena, Kans. (St. L. and S. F.).	1028054 (part)	10.00
			Glendive, Billings, Mont. (North. Pac.). . . .	128001 (part)	225.28
			Gettysburgh, Pa., and Valley Junction, Pa. (West. Md.).	8102 (part)	52.30
			Valley Junction, Pa., and Intersection, Pa. (West. Md.).	8082 (part)	17.70
			Intersection, Pa., and Glyndon, Pa. (West. Md.).	10020	20.32
			Goldsborough, Greensborough, N. C. (N. C. Div. Rich. and Dan.).	13004	129.89
			Goldsborough and Morehead City, N. C. (Atlantic and N. C.).	13005	94.65
			Goodwater, Opelika, Ala. (C. and W. Ry.).	17016	60.15
			Opelika, Ala., Columbus, Ga. (C. and W. Ry.).	17007	29.53
			Grafton, W. Va., Bellaire, Ohio. (Balto. and Ohio).	1510003 (part)	1.00
			Bellaire, Newark, Ohio (Cent. Ohio)	121001 (part)	105.47
<i>Eastern Division</i> ²²					
<i>Western Division</i> ²³	5	359.75	Newark, Chicago, Ohio (Balto. and Ohio) . . .	21010 (part)	(⁴)
			Chicago, O., Chicago, Ill. (Balto. and Ohio)	21047	271.00

¹ Distance (10 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.² Clerk runs to Helena (50.8 miles) for the purpose of taking charge of registered matter for his line.³ 7 miles of route 41003 covered by Butte City and Ogden R. P. O.⁴ 15.80 miles covered by closed-pouch service. (See Table C.)⁵ Cars and clerks shown on route No. 6103.⁶ In reserve.⁷ Car dropped and received at Columbia, Ohio; no local work between Columbia and Cincinnati, Ohio.⁸ Covered by Pittsburg and Cincinnati R. P. O., 4.70 miles.⁹ 25.09 miles covered by Harrington and Lewis R. P. O.¹⁰ 11.00 miles of route 28054, between Oronogo and Joplin, Mo., covered by closed-pouch service (See Table C.)¹¹ Balance of route (1054.99 miles) covered by Saint Paul, Minn., and Mandan, Dak.; Mandan, Dak., and Glendive, Mont.; Billings and Helena, Mont., and Helena, Mont., Portland, Oreg., R. P. O's.¹² Cars run through between Mandan, Dak., and Portland, Oreg. (See Mandan, Dak., and Glendive, Mont., R. P. O.

in the United States on June 30, 1887—Continued.

Average weight of mail wholesale distance per day.	Date of last readjustment.	Average speed per hour (train num- bers taken from di- vision schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to live.
		Train No. outward.	Average speed (miles).					Train No. inward.	Average speed (miles).				Length.	Width.
Lbs.								Fl. In.	Fl. In.			
267	July 1, 1887	1 18.71	2 16.58	6	38,831	121.02	1	6 11	6 0	1	1	1
587	July 1, 1887	141 23.74	142 27.07	6	53,304	170.30	1	11 0	6 11	1	1	1
		141 20	142 30									
138	July 1, 1884	2 13	1 13	6	32,721	104.54	1	6 4	5 4	1	1	1
941	July 1, 1886	1 21.90	6 21.90	7	37,887	103.80	1	19 8	7 6	1	1	1
2,289	July 1, 1886											
1,066	July 1, 1885	1 25.06	6 24.75	6	107,854	111.86	2	15 0	9 0	3	1	3
1,423	July 1, 1885	1 18.36	6 23.46	6								
805	July 1, 1885	1 19.63	6 24.15	6								
594	May 1, 1886	3 17.45	4 16.98	6	29,697	94.88	6 ¹	14 0	9 0			
20,281	July 1, 1884	3 14.40	4 14.40	6			7 ¹	12 3	7 5	1	1	1
374	Feb. 11, 1886	401 25.67	412 25.87	6	35,219	112.52	1	10 0	7 0	1	1	1
531	July 1, 1887	1 21.47	2 24.59	6	70,504	112.77	1	13 10	7 5	2	1	2
							1	11 8	7 5			
98	July 1, 1886	72 10.50	71 10.50	7	30,103	82.72	1	12 0	6 0	1	1	1
237	July 1, 1886	26 19.00	25 19.00	7			1	20 0	7 0	1	1	1
681	July 1, 1887	27 20.00	28 20.00	7	35,252	96.58						
11,448	July 1, 1887	1 22.16	2 22.16	7	164,454	112.64				4	1	4
671	July 1, 1885	62 23.30	61 22.91	6	132,180	102.84		17 4	7 5	1	1	2
							6 ²	16 8	8 3			
431	July 1, 1885	70 23.30	69 22.18	6	32,180			17 0	8 8	1	1	
		62 20.08	61 27.17	6			(16)			(16)		
		70 27.17	69 24.81	6			(16)			(16)		
7,090	July 1, 1885	62 20.00	61 25.93	6			(16)			(16)		
		70 24.38	69 22.99	6			(16)			(16)		
1,125	July 1, 1884	50 14.50	51 19.45	7	94,907	130.01	2	20 0	8 0	2	1	2
							6 ¹	19 4	9 0			
509	July 1, 1884	51 19.04	50 18.19	6	59,426	94.03	6 ¹	10 6	8 1	2	1	2
							6 ¹	11 1	8 6			
228	July 1, 1884	61 20	62 22	6								
824	July 1, 1884	61 20	62 22	6	56,058	179.10	1	12 9	6 9	1	1	1
21,012	July 1, 1885	5 30.39	6 30.39	7			19 ⁴	51 6	8 9	4	2	9 13
7,201	July 1, 1884	5 36.58	6 36.16	7	140,183	100.12						
6,880	July 1, 1884	9 19.73	10 18.37	6	225,204	179.87	19 ⁸	51 6	8 9	4	2	
4,930	July 1, 1884	9 26.44	10 25.01	6								

¹³ 6.63 miles covered by closed-pouch service. (See Table C*.)

¹⁴ Double daily service except Sunday.

¹⁵ 3.70 miles covered by closed-pouch service. (See Table C*.)

¹⁶ Cars and clerks shown on route 8102.

¹⁷ This line is in two divisions, dividing at Newark, Ohio.

¹⁸ Balance of route, Grafton to Benwood Junction, 95.25 miles. (See Third Division report.)

¹⁹ 1 car in reserve.

²⁰ 1 clerk detailed to transfer duty at Newark, Ohio, 1 clerk detailed to transfer duty at Shelby, Ohio.

²¹ Closed-pouch service between Newark and Columbus, Ohio (33 miles). (See Table C*.)

²² Eastern Division, Grafton to Newark, postal car running on trains 8 and 5, between Baltimore and Newark seven times per week.

²³ Western Division, Newark, Ohio, to Chicago, Ill., postal car running on trains 9 and 10 six times per week, cars lying over at Newark 4 hours in both directions. This R. P. O., together with Sandusky, Newark and Wheeling, and Grafton and Wheeling R. P. O. forms double daily service between Grafton, W. Va., and Chicago, Ohio.

²⁴ Covered by Sandusky, Newark and Wheeling R. P. O. (distance 86.79).

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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>Grafton, W. Va., and Cincinnati, Ohio.</i>	5	300.16	Grafton, Parkersburgh, W. Va. (Balto. and Ohio.)	12002	(¹)
			Parkersburgh, W. Va., Cincinnati, Ohio. (Cin. Wash. and Balto.)	21028	195.15
Grafton and Parkersburgh, W. Va.	3	104.54	Grafton, Parkersburgh, W. Va. (Park. Br. B. and O.)	12002	104.50
Grafton and Wheeling, W. Va.	3	90.44	Grafton, Benwood Junction (n. o.), W. Va. (Balto. and Ohio.)	10003	95.25
			Benwood Junction (n. o.), Wheeling, W. Va. (Balto. and Ohio.)	12015	4.00
Grand Rapids, Mich., and Cincinnati, Ohio. ²	5	303.89	Grand Rapids, Mich., Ft. Wayne, Ind. (Grand Rap. and Ind.)	24018	(⁷)
			Fort Wayne, Richmond, Ind. (Grand Rap. and Ind.)	22021	92.73
			Richmond, Ind., Hamilton, Ohio. (Cin., Rich. and Chic.)	21025	(¹⁰)
			Hamilton, Cincinnati, Ohio. (Cin., Ham. and Day.)	21026	(¹¹)
Grand Rapids, Mich., and Elkhart, Ind. ¹²	9	115.02	Grand Rapids, White Pigeon, Mich. (L. S. and M. S.).	24004	96.32
			White Pigeon, Mich., Elkhart, Ind. (L. S. and M. S.).	21095	(¹³)
Grand Rapids, Mich., and La Crosse, Ind.	9	154.54	Grand Rapids, Mich., La Crosse, Ind. (C. and W. M.).	24021	154.54
Great Bend and Ness City, Kans. ¹⁴	7	65.43	Great Bend, Ness City, Kans. (C. K. and W.).	33059	65.43
Green Bay and Milwaukee, Wis.	6	114.50	Green Bay, Milwaukee, Wis. (Mil. & North.).	125016	114.14
				(part)	
Greenport and New York, N. Y.	2	98.60	Greenport, Long Island City, N. Y. (Long Island).	6045	95.23
Green River, Wyo., and Huntington, Oreg.	6	571.22	Green River, Granger, Wyo. (Union Pac.).	34001	(²⁰)
			Granger, Wyo., Huntington, Oreg. (Ore. Short Line.)	37001	541.31
Greensborough, N. C., and Bennettsville, S. C.	3	155.78	Greensborough, N. C., Bennettsville, S. C. (C., F. and Y. V.).	213011	155.34
				(part)	
Greensborough and Winston, N. C.	3	29.10	Greensborough, Winston, N. C. (Salem Br. Rich. & Dan.).	13012	29.98
Greenup and Willard, Ky. ²⁴	5	36.10	Greenup, Willard, Ky. (East Ky.).	20013	34.31
Greenville and Bangor, Me.	1	91.03	Greenville, Oldtown, Me. (Bang. & Pis.)	14	78.07
			Oldtown, Bangor, Me. (Me. Cen.)	212	(²⁵)
				(part)	
Greenville and Butler, Pa.	2	58.87	Greenville, Butler, Pa. (Shen. & Alle.)	8051	58.25
Greenville and Columbia, S. C.	4	144.09	Greenville, Columbia, S. C. (R. & D.)	14001	144.32
Greenville and Columbus, Ga.	4	51.77	Greenville, Columbus, Ga. (Col. & Rome)	15024	50.65
Greenville and Dallas, Tex. ²⁷	7	54.64	Greenville, Dallas, Tex. (D. & G.)	31055	54.64
Greenville and Laurens, S. C.	4	36.85	Greenville, Laurens, S. C. (P. R. & W. C.)	14024	36.85
Greenwood and Jackson, Miss.	4	98.81	Greenwood, Jackson, Miss. (Illa. Cent.)	18018	98.83
Greenwood Lake and New York, N. Y.	2	45.63	State Line, N. Y., Jersey City, N. J. (N. Y. & G. L.).	7034	245.63
Graycourt, N. Y., and Belvidere, N. J.	2	63.36	Graycourt, N. Y., Belvidere, N. J. (Lehigh & H. R.)	7052	63.36

¹ Covered by lines of Third Division (104.50 miles).² 13 cars on line between Baltimore, Md., and Saint Louis, Mo. (See Baltimore and Grafton R. P. O., Third Division, for full equipment of line.)³ Day line.⁴ 4 clerks running in mail apartment cars between Cincinnati, Ohio, and Parkersburgh, W. Va., and Parkersburgh and Chillicothe, Ohio; on trips west act as helpers on day line Chillicothe to Cincinnati, Ohio; second clerks on day line run east to Chillicothe, Ohio, in mail apartment car, with Parkersburgh and Cincinnati R. P. O., as helpers; 4 clerks detailed to transfer duty at Cincinnati, Ohio; 2 clerks detailed to office superintendent Fifth Division.⁵ Night line.⁶ This R. P. O., in connection with Cadille and Fort Wayne R. P. O., forms double daily service between Grand Rapids, Mich., and Fort Wayne, Ind.⁷ Covered by lines of the Ninth Division (143.73 miles).⁸ These clerks do no local work between Richmond, Ind., and Cincinnati, Ohio, running in cars of the Chicago, Richmond and Cincinnati R. P. O., in both directions, as helpers.⁹ 1 car in reserve.¹⁰ Covered by the Chicago, Richmond and Cincinnati R. P. O. (45.08 miles).

in the United States on June 30, 1887—Continued.

Average weight of mail whole distance per day.	Date of last re-arrangement.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	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. Av' speed (miles.)	Train No. inward. Av' speed (miles.)					Length.	Width.		
24, 107	July 1, 1884	3 29.85 1 34.83	4 21.61 2 34.83	7	219, 117	150.08	(²¹)	50 0	9 4	3	3
24, 538	July 1, 1884	3 25.18 1 30.40	4 27.55 2 32.52	7	219, 117	150.08				3	3
24, 107	July 1, 1884	681 21.40	606 21.40	6	65, 442	104.54	1	20 8	8 9	2	1
21, 912	July 1, 1885	3 26.58 3 09.00	4 28.57 4 09.60	7	72, 591	99.44	1	17 10	8 3	2	1
1, 831	July 1, 1884	2 26.54	3 26.14	6	130, 235	151.94	2	20 0	9 0	4	1
645	July 1, 1884	2 20.50	3 23.67	6			1	14 0	6 0		
1, 605	July 1, 1884	2 30.04	3 27.64	6							
5, 577	July 1, 1884	2 31.10	3 31.75	6							
1, 760	July 1, 1884	1 24.70	4 24.18	6	72, 003	115.62	1	16 0	7 10		
60, 142	July 1, 1885	3 24.18 1 28.77	2 24.70 4 23.65	6	72, 003 (¹³)	115.62	1	15 0	9 0	4	1
1, 829	July 1, 1884	3 28.05 4 & 16 20.85	2 28.05 1 & 19 18.20	6	96, 741	103.02	(¹⁴)	15 0	9 0	3	1
383	Feb. 14, 1887	5 73 20.00	5 74 20.00	6	40, 959	130.86	1	20 0	9 1	1	1
1, 092	July 1, 1887	2 26.85	1 28.36	6	71, 677	114.50	1	33 4	9 4	2	1
1, 582	Aug. 25, 1885	22 26.22 34 25.05	25 25.06 9 24.84	6	161, 724 61, 724	131.46	1	17 10	8 10	2	1
27, 325	July 1, 1886	5 01 21.46	5 02 24.32	7	416, 991	163.20	21	17 2	6 4	1	1
2, 315	Apr. 15, 1885	5 01 24.80	5 02 23.88				23	50 8	9 4		
236	Feb. 16, 1885	2 17.47	1 16.84	6	97, 518	103.85	1	15 9	9 3		
766	July 1, 1884	6 18.86 8 17.68	5 18.86 7 15.43	7	21, 243 18, 217	108.10	1	11 0	6 8	3	1
176	July 1, 1884	3 13.72	4 15.03	6	19, 277	72.20	1	10 0	5 0	1	1
596	July 1, 1885	4 20.78	1 31.17	6	56, 984	182.06	1	18 0	7 0	1	1
6, 599	Feb. 11, 1885	4 18.64	1 24.60				21	20 0	0 0		
393	July 1, 1885	3 24.10	2 24.10	6	36, 833	117.74	1	13 0	7 0	1	1
794	July 1, 1884	32 19	53 204	6	90, 200	92.36	21	33 11	6 11		
137	Feb. 23, 1885	72 144	71 144	6	32, 408	103.51	1	15 9	9 0	3	1
245	Mar. 1, 1887	148 18.20	147 18.20	7	33, 887	109.28	1	11 9	6 8	1	1
119	Oct. 18, 1886	94 104	93 18	6	23, 008	73.70	1	9 4	7 3		
124	Feb. 11, 1885	11 20	12 20	6	61, 868	98.83	2	16 7	6 7	1	1
255	July 1, 1885	26 13.59	5 17.64	6	28, 564	91.26	1	14 6	7 2	2	1
257	July 1, 1885	7 26.77	4 23.76	6	30, 663	126.72	1	19 0	7 0	1	1
							21	13 2	6 6	1	1
							21	13 2	6 6		

¹¹ Covered by the Toledo and Cincinnati R. P. O. (25.40 miles).
¹² Double daily service, except Sunday.
¹³ Shown in report of New York and Chicago R. P. O.
¹⁴ Reported on route 24004.
¹⁵ 1 car held in reserve.
¹⁶ New service; not reported last year.
¹⁷ Balance of route (95.82 miles) covered by Iron Mountain, Mich., and Green Bay, Wis., R. P. O.
¹⁸ Reserve.
¹⁹ Double daily service, except Sunday.
²⁰ Distance (30.40 miles) covered by Omaha, Nebr. and Ogden, Utah, R. P. O.

²¹ Whole cars.
²² Balance of route (29.43 miles) covered by closed-pouch service. (See Table C.)
²³ In reserve.
²⁴ R. P. O. service re-established on this line August 24, 1886.
²⁵ Balance of route (102.26 miles) covered by Vanceborough and Bangor R. P. O.
²⁶ Covered by Vanceborough and Bangor R. P. O., 12.60 miles.
²⁷ New service; not reported last year.
²⁸ 5.83 miles by closed-pouch service. (See Table C.)

TABLE A^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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Griffin and Carrollton, Ga.	4	60.37	Griffin, Carrollton, Ga. (S. G. & N. A.)	15022	60.37
Gurdon and Camden, Ark.	7	37.07	Gurdon, Camden, Ark. (St. L., I. M. & S.) ..	29010	37.07
Hagerstown and Weverton, Md.	3	24.52	Hagerstown, Weverton, Md. (Balto. and Ohio).	19065	24.56
Hamden and Portsmouth, Ohio.	6	56.34	Hamden Junction, Portsmouth, Ohio (Cin., Wash. & Balto.).	21018	56.96
<i>Hannibal, Mo., and Denison, Tex.¹</i>	7	575.11	Hannibal, Sedalia, Mo. (Mo. Pac.)	28014	142.63
			Sedalia, Mo., Denison, Tex. (Mo. Pac.) ...	28011	431.46
Hannibal and Gilmore, Mo.	7	85.69	Hannibal, Gilmore, Mo. (St. L. and H.)	28029	85.69
Harrington and Lewes, Del.	2	40.79	Harrington, Georgetown, Del. (P., W. and R.)	9506	25.99
			Georgetown, Del., Lewes, Del.	9504	16.02
Harrisburg, Pa., and Baltimore, Md. ⁷	2	80.22	Harrisburg, Pa., Baltimore, Md. (No. Central).	10002	(⁸)
Harrisburg, Pa., and Martinsburgh, W. Va.	2	94.79	Harrisburg, Pa., Martinsburgh, W. Va. (Cumb. Valley).	8030	94.87
Hartford, Conn., and Millerton, N. Y.	1	70.90	Hartford, Conn., Millerton, N. Y. (Conn. Western).	125018	70.93
Hartford and Saybrook, Conn.	1	45.30	Hartford, Saybrook, Conn. (Hart. & Conn. Val.).	145015	44.43
Hastings and Cologne, Minn.	6	55.88	Hastings, Cologne, Minn. (Chi., Mil. & St. P.).	1290010	56.51
Havana and Springfield, Ill.	6	48.12	Havana, Springfield, Ill. (Jack. & S. East.) ..	23049	48.10
Hayfield, Minn., and Dubuque, Iowa.	6	172.70	Hayfield, Minn., Dubuque, Iowa (Minn. & N. West.).	27095	172.83
Hazleton and Sunbury, Pa.	2	52.61	Hazleton, Sugar Loaf, Pa. (Lehigh Valley)	8016	78.80
			Sugar Loaf, Sunbury, Pa. (Penna.)	8015	44.41
Helena and Clarendon, Ark.	7	48.77	Helena, Clarendon, Ark. (Ark. Mid.)	29002	48.77
Helena, Mont., and Portland, Oreg.	8	758.40	Helena, Missoula, Mont. (North'n Pac.) ...	2926001	124.92
			Missoula, Mont., Wallula, Wash. (North'n Pac.).	43009	419.51
			Wallula, Wash., Portland, Oreg. (Oreg. Rwy. and Navig. Co.).	44005	214.76
Hempstead and Austin, Tex.	7	115.16	Hempstead, Austin, Tex. (H. and T. C.) ...	31004	115.16
Henderson and Marion, Ky. ⁹ ..	5	64.26	Henderson, Marion, Ky. (Ohio Valley) ...	20034	64.84
Henry and Saint Joseph, Mo. ¹⁰ ..	7	73.47	Henry, Saint Joseph, Mo. (St. J. and St. L.).	28012	73.47
Heron Lake and Pipe Stone, Minn.	6	55.33	Heron Lake, Pipe Stone, Minn. (Chic., St. P., M. and Om.).	26028	55.54
Hightstown, N. J., and Philadelphia, Pa.	2	52.17	Hightstown, Camden, N. J. (Penn.)	7006	50.77
Honey Grove and Dallas, Tex. ¹¹ ..	7	80.71	Honey Grove, Dallas, Tex. (G., Colo. and S. P.).	31053	80.71

¹ Mail apartment service between Sedalia, Mo., and Denison, Tex. (431.46 miles), in addition to full car service (see trains 153 and 154), making double daily service between those points.

² Mail apartments run to Taylor, Tex., over Denison and San Antonio, Tex., R. P. O.

³ In reserve.

⁴ 1 clerk detailed as chief clerk at Dallas, Tex. 1 clerk detailed to transfer service, Sedalia, Mo. 1 clerk detailed to transfer service, Hannibal, Mo.

⁵ 55.21 miles covered by the Georgetown and Franklin City R. P. O.

⁶ Cars and clerks shown on route No. 9506.

⁷ Short run Williamsport and Baltimore R. P. O.

⁸ 84.60 miles covered by Williamsport and Baltimore R. P. O.

⁹ In reserve.

¹⁰ Double daily service except Sunday.

¹¹ One helper, Harrisburg and Shippensburg, and return twice daily.

¹² Balance of route covered in 2d division, State Line and Rhinecliff R. P. O., 39.82 miles.

¹³ Reserve car.

¹⁴ Balance of route covered by closed-pouch service between Saybrook and Saybrook Point, 1.06 miles. (See Table C.)

In the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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. out ward.	Av'g speed (miles).					Train No. toward.	Av'g speed (miles).				Length.	Width.
<i>Lbs.</i>								<i>Ft.</i>	<i>In.</i>			
215	July 1, 1884	29 13 ¹ / ₂	30 16	6	37,792	120.74	1	14 6	5 9	1	1	1
224	July 1, 1886	685 12.30	686 12.30	6	23,206	74.14	1	9 5	9 4	1	1	1
359	July 1, 1884	348 15.48	365 24.52	6	15,350	98.08	1	7 0	4 0	1	1	1
		366 23.33	311 24.52	6	15,350	.....	1	9 0	8 0			
352	July 1, 1884	55 18.98	50 18.76	6	35,269	112.68	1	13 1	7 3	1	1	1
3,731	July 1, 1887	151 20.40	152 20.40	7	419,830	143.78	3	50 6	9 0	8	2	437
12,039	July 1, 1887	151 21.00	152 21.00	7	.....	.....	2 ²	50 7	10 0			
		153 21.50	154 21.50	7	1314,906	143.82	3 ¹	23 1	9 6	6	3	
							1	22 0	9 4			
							1	21 10	9 1			
							1	21 9	9 2			
							1	24 6	9 0			
							1	21 4	9 1			
598	July 1, 1887	1 24.50	2 23.00	6	53,642	85.69	1	15 0	7 0	2	1	2
374	Feb. 11, 1885	301 25.95	312 28.40	6	25,535	81.58	1	12 0	6 7	1	1	1
121	Feb. 11, 1885	301 30.01	312 32.04	6	.....	.....				
11,371	July 1, 1885	12 23.07	11 23.60	6	53,974	86.22	1	20 0	9 0	2	1	2
							2 ²	15 0	8 7			
							1	20 0	9 0			
1,942	July 1, 1885	9 24.74	6 24.74	6	1659,339	120.39	1	23 10	8 8	2	1	14
		1 24.74	14 24.74	6	59,339	.....	1	20 0	8 7	1	1	
								15 6	8 4 ¹ / ₂			
							2 ²	15 0	8 7			
1,101	July 1, 1885	7 23.72	10 24.99	6	44,420	141.92	1	13 0	6 6	2	1	2
		13 25.43	14 24.27	6	44,420	.....	1	13 0	6 6			
2,079	July 1, 1885	7 26.27	6 23.41	6	28,395	90.72	1	12 0	6 0			
		11 25.69	12 24.52	6	28,395	.....	1	11 6	7 0	2	1	2
							1	10 6	9 0			
2,377	July 1, 1887	15 24.22	16 23.60	6	34,981	111.76	1	10 0	7 0			
							1	14 4	7 4 ¹ / ₂	1	1	1
245	July 1, 1887	1 19.89	2 20.61	6	30,123	96.24	1	11 0	6 6	1	1	1
941	July 1, 1887	9 28.80	10 27.65	6	108,110	115.13	2	19 9	7 5	3	1	3
							1	25 0	9 5			
645	July 1, 1885	407 26.40	408 21.12	6	32,934	105.22	1	10 0	6 6	1	1	1
							1	8 0	6 0			
242	July 1, 1885	1 ¹⁴ 26.61	1 ¹³ 26.61	6	.....	.....				
152	July 1, 1887	1 14	2 14	6	30,530	97.54	1	10 10	6 6	1	1	1
10,412	July 1, 1885	1 17.70	2 19.07	7	.....	.....				
7,068	July 1, 1886	1 23.02	2 19.74	7	553,632	120.40	6	24 6	9 1	12	1	15
7,144	July 1, 1886	1 19.09	2 19.09	7	.....	.....				
911	July 1, 1887	21 22.50	22 24	7	84,067	115.16	2	14 8	10 0	2	1	2
111	May 3, 1886	3 21.61	4 19.95	6	11,908	129.72	2 ²	8 0	7 0	1	1	1
1,083	July 1, 1887	3 21	2 21	6	215,992	146.94	1	12 0	8 10	3	1	2
		5 23	4 23	7	53,633	146.94	1	12 0	8 10	3	1	1
135	July 1, 1887	39 16.66	40 16.66	6	34,636	110.60	1	9 0	7 5	1	1	1
539	July 1, 1885	371 24.36	352 23.23	6	32,658	104.34	1	7 9	6 0	1	1	1
136	Feb. 16, 1887	12 18	11 18	7	58,918	161.42	1	13 10	9 0	1	1	1

¹⁸ Balance of route covered by Minneapolis, Minn., and Fargo, Dak., R. P. O. (147.01 miles; Ortonville, Minn., and Mitchell, Dak., R. P. O. (199.01 miles), and between Aberdeen and Bowdle, Dak. (56.87 miles), by closed pouches. (See Table C.)

¹⁶ Reserve.

¹⁷ 14.80 miles covered by Easton and Hazleton R. P. O.

¹⁸ Train changes number at Sugar Loaf.

¹⁹ Cars and clerks shown on route No. 8016.

²⁰ Balance of route (124.92 miles) reported in Sixth Division line divided at Spokane Falls, Wash.,

6 clerks to each division east and west; 1 chief clerk at Helena, Mont.; 1 chief clerk at Portland, Ore.; 2 acting clerks; 1 city distributor for Portland, Ore.; daily average 176.6 miles.

²¹ R. P. O. service established on this line February 14, 1887, between Henderson and Commercial Point, Ky. Henderson and Commercial Point R. P. O. extended to Marion Ky., increase in distance 19.31 miles, May 27, 1887.

²² 1 car in reserve.

²³ Double daily service; last year single daily.

²⁴ New service; not reported last year.

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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Horicon and Portage, Wis. . . .	6	53.17	Horicon, Portage, Wis. (Chic., Mil. & St. P.).	25006	50.28
Hornellsville and Buffalo, N. Y.	2	92.61	Buffalo, Hornellsville, N. Y. (N. Y., L. E. and W.).	8008	92.35
Holden, Mo., and Independence, Kans. ⁴	7	183.51	Holden, Mo., Paola, Kans. (Mo. Pac.)	28024	54.19
			Paola, Le Roy Junc., (n. o.). Kans. (Mo. Pac.).	33031	61.56
			Le Roy, Independence, Kans. (V. V., I. and W.).	33063	68.85
Houston and Del Rio, Tex. ⁵ . . .	7	390.23	Houston, San Antonio, Tex. (G., H. and S. A.).	31002	218.01
			San Antonio, Del Rio, Tex. (G., H. and S. A.).	31039	171.13
Houston and Galveston, Tex. . .	7	51.40	Houston, Galveston, Tex. (G., H. and H.).	31601	51.40
Howard City and Detroit, Mich. ¹⁰	9	1 22.2	Howard City and Detroit, Mich. (D. L. and N.).	24017	160.72
Humeston and Shenandoah, Iowa.	6	113.91	Humeston, Van Wert, Iowa. (Keo. and West.).	1228015	17.48
			Van Wert, Shenandoah, Iowa (Hum. and Shen.).	27067	96.27
Huntingdon, Pa., and Cumberland, Md.	2	90.60	Huntingdon, Pa., and Mount Dallas Station, Pa. (Hunt., B. T. M.).	8024	45.15
			Mount Dallas Station, Pa., and Cumberland, Md. (Penn.).	8072	45.29
Huntington, W. Va., and Lexington, Ky.	5	140.20	Huntington, W. Va., Lexington, Ky. (Chesa. and Ohio).	20016	140.20
Hutchinson and Kinsley, Kans. ¹¹	7	84.20	Hutchinson, Kinsley, Kans. (C. K. & W.).	33052	84.20
Indiana and Branch Junction, Pa.	2	19.20	Indiana, Pa., and Branch Junction, Pa. (Penn.).	8042	19.23
Indianapolis, Ind., and Decatur, Ill.	5	152.50	Indianapolis, Ind., Decatur, Ill. (Ind. Bloom. and West.).	23055	153.89
Indianapolis, Ind., and Louisville, Ky.	5	111.21	Indianapolis, Jeffersonville, Ind. (Penn. Co.).	122007	108.29
Indianapolis, Ind., and Peoria, Ill.	5	212.42	Indianapolis, Ind., Peoria, Ill. (Ind., Bloom. and West.).	22018	213.02
<i>Indianapolis, Ind., and Saint Louis, Mo.</i>	5	265.72	Indianapolis, Terre Haute, Ind. (Ind. and St. Louis).	22025	73.29
			Terre Haute, Ind., East St. Louis, Ill. (Ind. and St. Louis).	22043	190.13
Indianapolis and Terre Haute, Ind.	5	73.25	Indianapolis, Terre Haute, Ind. (Terre Haute and Ind.).	22002	(⁹⁶)
Indianapolis, Ind., Vandalia, Ill., and St. Louis, Mo.	5	210.72	Indianapolis, Terre Haute, Ind. (Terre H. and Ind.).	22002	(⁹⁸)
			Terre Haute, Ind., East Saint Louis, Ill. (Terre H. and Ind.).	22044	(⁹¹)
Indianapolis and Vincennes, Ind.	5	116.70	Indianapolis, Vincennes, Ind. (Penna. Co.).	22001	118.21
Ingram's and San Francisco, Cal. ¹²	8	87.00	Ingram's, San Francisco, Cal. (North Pac. Coast R. R.).	46016	87.00
Inman, Tenn., and Bridgeport, Ala.	5	25.05	Inman, Tenn., Bridgeport, Ala. (Nash., Chatt., and St. Lou.).	19012	24.34

¹ Reserve.² 4 clerks detailed as transfer clerks at Buffalo, N. Y.³ In reserve.⁴ Reported last year as Holden, Mo., and Le Roy, Kans.; increased distance 68.85 miles.⁵ This line is divided at San Antonio, Tex., into two divisions, Houston and San Antonio, Tex., (218.01 miles), and San Antonio and Del Rio, Tex. (172.22 miles).⁶ Cars on this line shown under New Orleans, La., and Houston, Tex., R. P. O.⁷ 1 helper between Houston and Columbus, Tex. (85 miles).⁸ 463.15 miles of route 31039, between Del Rio and El Paso, Tex., covered by closed-pouch service. (See Table C.)⁹ Double daily service.¹⁰ In connection with Big Rapids and Detroit R. P. O., gives double service between Detroit and Ionia, Mich. (122.73 miles), daily except Sunday.¹¹ Held in reserve.¹² One clerk appointed to Big Rapids and Detroit R. P. O. Runs as helper on the two lines between Detroit and Ionia.¹³ Balance of route (132.20 miles) covered by Keokuk and Humeston, Iowa, R. P. O.¹⁴ Cars and clerks shown on route No. 8034.¹⁵ 1 car in reserve.¹⁶ New service; not reported last year.¹⁷ Double daily service except Sunday.¹⁸ Cars and clerks shown on trains 34 and 33.

in the United States on June 30, 1887—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train number taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	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.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).				Length.	Width.
Lbs. 827	July 1, 1887	37 24.47	36 24.47	0	33,284	106.34	1	15 6	7 0	1	1	1
5,787	July 1, 1885	3 31.66	10 33.58	0	57,974	92.61	2	11 1	7 11	1	1	26
1,812	July 1, 1887	115 19	116 18.59	7	133,062	122.34	3	16 4	6 10	3	1	3
726	July 1, 1886	115 19	116 20.50	7								
573	Feb. 21, 1887	115 23	116 20	7								
1,882	July 1, 1886	18 24.20	17 24.20	7	159,147	145.34	(6)			3	1	77
1,218	July 1, 1886	20 24	10 24	7	125,721	114.09				3	1	
2,388	July 1, 1886	451	458	7	987,522	102.80	1	22 0	9 2	1	1	2
2,107	July 1, 1884	453	454	7	37,522	192.80	1	20 6	9 0	1	1	
		10 26.40	1 27.90	6	199,924	161.22	1	20 0	9 0	2	1	2
419	July 1, 1887	1 22.32	4 22.80	6	71,307	113.91	2	15 0	9 0	2	1	2
653	July 1, 1887	1 21.41	4 21.82									
676	July 1, 1885	1 23.55	2 24.62	6	56,772	99.69	1	15 0	8 8	2	1	2
414	July 1, 1885	1 23.62	2 22.64	6			(17)			(12)		
1,309	July 1, 1884	1 21.85	2 20.51	6	87,822	140.29	143	19 6	8 11	2	1	2
395	Oct. 11, 1886	553 24.00	554 24	0	52,709	168.40	1	20 0	9 1	1	1	1
609	July 1, 1885	34 23.10	33 19.25	6	162,010	76.80	1	15 1	8 0	1	1	1
1,512	July 1, 1885	36 19.25	35 19.25	6	12,019		(17)			(17)		
		1 23.68	2 28.76	6	95,465	101.67	2	22 13	9 3	3	1	3
3,917	July 1, 1884	2 35.12	3 36.92	7	81,183	111.21	204	19 0	9 0	212	221	6
2,742	July 1, 1884	10 36.19	1 36.10	7	81,183					232	1	
		1 24.59	2 26.22	6	132,975	106.21	143	22 0	8 5	4	21	6
1,477	July 1, 1884	9 27	8 27.83	6	166,341	132.80	143	10 0	19 0	4	21	6
1,222	July 1, 1884	9 24.90	8 23.91	6								
40,874	July 1, 1884	3 27.05	4 27.05	6	45,856	146.50	1	15 9	9 0	1	21	
40,874	July 1, 1884	5 27.55	2 27.89	6	150,691	129.36	2	19 10	8 8	4	1	(29)
38,301	July 1, 1884	5 25.85	2 32.26	6			201	19 0	6 8			
699	July 1, 1884	5 26.34	8 25.78	6	73,054	116.70	143	14 10	10 8	2	1	2
414	July 1, 1886	9 17.68	8 16.41	7	63,510	87.99	2	9 0	5 6	2	1	2
105	May 1, 1884	91 9.31	92 11.40	6	15,681	50.10	1	8 6	6 0	1	1	1

¹⁸ This R. P. O., formerly in Sixth Division, transferred to Fifth Division May 1, 1887.
¹⁹ Closed-pouch service between Prison Station and New Albany, Ind. (5.75 miles); clerks run to Louisville, Ky. (See Table C.)
²⁰ 2 cars in reserve.
²¹ Day line.
²² 2 helpers between Indianapolis and Seymour, Ind. (58.91 miles), on day and night lines.
²³ Night line.
²⁴ 2 helpers between Indianapolis, Ind., and Urbana, Ill. (116.50 miles).
²⁵ 2 helpers between Indianapolis, Ind., and Mattoon, Ill. (128.70 miles).
²⁶ Covered by Pittsburgh and Saint Louis R. P. O. (74.30 miles).

²⁷ This clerk holds an appointment on Pittsburgh and St. Louis R. P. O., and is shown with that line.
²⁸ Covered by Pittsburgh and Saint Louis R. P. O. (74.30 miles).
²⁹ These clerks are appointed to the Pittsburgh and Saint Louis R. P. O., and are shown with that line. Fourth clerks on West Division day line Pittsburgh and Saint Louis R. P. O. act as helpers between East Saint Louis and Indianapolis, Ind., on east trips.
³⁰ 1 reserve car.
³¹ Covered by Pittsburgh and Saint Louis R. P. O. (166.69 miles).
³² Reported last year as Austin and San Francisco.

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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Iron Mountain, Mich., and Green Bay, Wis.	6	96.04	Iron Mountain, Mich., Green Bay, Wis. (Mil. and North.).	25016 (part)	95.82
Ishpeming, Mich., and Fort Howard, Wis.	6	179.50	Ishpeming, Mich., Fort Howard, Wis. (Chi. and No. West.).	24031	179.45
Ithaca and Owego, N. Y.	2	35.00	Ithaca, Owego, N. Y. (D. L. and W.) ...	6042	35.11
Jackson and Adrian, Mich. ...	9	47.55	Jackson, Adrian, Mich. (L. S. and M. S.) ..	24003	47.41
Jackson, Hillsdale, Mich., and Fort Wayne, Ind.	9	99.26	Jackson, Mich., Fort Wayne, Ind. (L. S. and M. S.) ..	24029	98.29
Jackson and Natchez, Miss. ...	4	99.55	Jackson, Natchez, Miss. (N. T. and Col. Rwy.) ..	18010	99.45
Jacksonport and Brinkley, Ark. ⁵	7	60.90	Jacksonport, Brinkley, Ark. (B. and B.) ..	29006	60.90
Jacksonville and Centralia, Ill.	6	112.60	Jacksonville Centralia, Ill. (Jack. and So. East.).	23046	112.05
Jacksonville and Pensacola, Fla.	4	369.02	Jacksonville, Lake City, Fla. (F. R. and N. Co.).	16006	60.32
			Lake City, River Junction, Fla. (F. R. and N. Co.).	16002	151.87
			River Junction, Pensacola, Fla. (P. and A. R. R.).	16015	161.52
Jacksonville and Sanford, Fla. ...	4	126.47	Jacksonville, Sanford, Fla. (J. T. and K. W. Rwy.) ..	16018	(⁶)
Jacksonville and Tampa, Fla. ...	4	241.54	Jacksonville, Sanford, Fla. (J. T. and K. W. Rwy.) ..	16018	126.18
			Sanford, Tampa, Fla. (So. Fla. R. R.)	16007	116.39
Jamestown and Oakes, Dak. ...	6	69.21	Jamestown, La Moure, Dak. (North Pac.) ..	35020	48.87
			La Moure, Valley Jct., Dak. (North Pac.) ..	35015 (part)	(¹¹)
			Valley Jct., Oakes, Dak. (North Pac.)	35028	15.21
Jasper and Evansville, Ind. ...	5	56.16	Jasper, Evansville, Ind. (Louis., Evans. and Saint Louis).	22032	55.13
Jefferson City and Bagnell, Mo.	7	45.54	Jefferson City, Bagnell, Mo. (Mo. Pac.) ...	28047	45.54
Jefferson and McKinney, Tex.	7	155.46	Jefferson, McKinney, Tex. (Mo. Pac.)	31013	155.46
Johnstown and Rockwood, Pa.	2	45.71	Johnstown, Rockwood, Pa. (Balt. and Ohio).	8070	45.09
Julesburg and Denver, Colo. ¹²	7	197.96	Julesburg, La Salle (n. o.), Colo. (Colo. Cent.).	38017	150.96
			La Salle (n. o.), Denver, Colo. (D. P. Rwy. and T. Co.).	38007 (part)	(¹⁴)
Junction City and Parsons, Kans.	7	157.15	Junction City, Parsons, Kans. (Mo. Pac.) ..	33009	157.15
Kalamazoo and South Haven, Mich.	9	40.20	Kalamazoo, South Haven, Mich. (Mich. Cent.).	24007	40.18
Kans. and Callery, Pa.	2	126.87	Kans., Pa., Callery, Pa. (Pitts. and Western).	8086 (part)	126.87
Kankakee and Kankakee Jct., Ill.	6	71.52	Kankakee, Kompton, Ill. (Illinois Central).	1423062 (part)	28.17
			Kompton, Kankakee Jct., Ill. (Illinois Central).	23064	43.04
Kankakee and Seneca, Ill.	6	43.30	Kankakee, Seneca, Ill. (Kank. and Seneca).	23069	43.51
Kansas City Mo., and Denver, Colo. ¹⁷	7	641.02	Kansas City, Mo., Denver, Colo. (U. P.) ...	33001	641.02
Kansas City and Joplin, Mo. ...	7	168.07	Kansas City, Pleasant Hill, Mo. (Mo. Pac.) ..	25001 (part)	(¹³)
			Pleasant Hill, Joplin, Mo. (Mo. Pac.) ...	28040	133.70

¹ Balance of route (114.14 miles) covered by Green Bay and Milwaukee, Wis., R. P. O.

² Whole cars; one in reserve.

³ Two helpers between Escanaba, Mich., and Fort Howard, Wis. (112.9 miles).

⁴ In reserve.

⁵ Reported last year as Newport and Brinkley, Ark.; increased distance (3.51 miles).

⁶ Reserve.

⁷ 4 miles reported as Monticello and Drifton R. R. (See Table C.)

⁸ Reported in Jacksonville and Tampa R. P. O.

⁹ 1 helper.

¹⁰ Reserve cars.

¹¹ Distance (5.30 miles) covered by Fargo and La Moure, Dak., R. P. O.

¹² 2 cars in reserve.

¹³ Reported last year as Denver Junction and Denver, Colo.; no change in distance.

¹⁴ Distance on route, 38007 (47 miles) covered by Cheyenne, Wyo., and Denver, Colo., R. P. O.

in the United States on June 30, 1887—Continued.

Average weight of mail whose distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
1,092	July 1, 1887	6 25	5 25.55	6	60,121	192.08	1	33 4	9 4	1	1	1		
2,529	July 1, 1884	2 22.91	1 22.91	7	131,015	119.66	33	30 0	0 5	3	1	35		
601	July 1, 1885	8 23.40	9 23.40	6	21,910	70.00	1	7 8	0 9	1	1	1		
1,190	July 1, 1884	115 24.42	116 25.70	6	29,760	95.10	1	11 2	8 10	1	1	1		
652	July 1, 1884	156 23.53	157 23.53	6	62,137	99.26	1	10 0	9 0	2	1	2		
1,367	July 1, 1884	2 18	1 18	7	72,672	99.55	1	10 10	7 6	2	1	2		
129	Jan. 17, 1887	2 13	1 13	6	38,123	121.89	1	13 8	7 9	1	1	1		
549	July 1, 1887	5 24.44	4 21.34	6	70,487	112.60	1	13 0	6 7	2	1	2		
1,011	July 1, 1884	1 25	2 25	7	209,385	123.00	3	13 0	6 10	6	1	6		
765	July 1, 1884	1 25	2 25	7	209,385	123.00	1	10 9	6 10	6	1	6		
1,070	July 1, 1884	2 27	3 27	7	79,160	126.47	2	17 6	7 6	2	1	3		
5,186	Apr. 16, 1886	1 24	4 25	6	176,324	120.77	2	12 7	7 6	4	1	5		
5,186	Apr. 16, 1886	3 31	2 25	7	176,324	120.77	2	19 0	6 4	4	1	5		
1,017	Apr. 1, 1885	3 27	6 23	7	50,530	148.89	1	11 0	7 2	1	1	1		
99	July 1, 1886	62 20.15	61 23.37	7	50,530	148.89	1	22 0	7 2	1	1	1		
583	July 1, 1886	62 18.70	61 10.73	7	50,530	148.89	1	22 0	7 2	1	1	1		
	Pay not fixed	62 20.28	61 19.70	7	50,530	148.89	1	22 0	7 2	1	1	1		
500	July 1, 1885	11 17.41	6 15.39	6	35,156	112.32	2	14 7	7 6	1	1	1		
251	July 1, 1887	93 12	94 12	6	28,508	91.08	1	10 6	7 5	1	1	1		
412	July 1, 1886	142 14	141 14	7	113,480	103.64	1	10 5	7 4	3	1	3		
246	July 1, 1885	92 22.54	93 22.54	6	28,614	91.42	1	14 2	5 9	1	1	1		
962	July 1, 1886	91 28	92 28	7	144,511	131.97	1	13 6	6 5	3	1	3		
1,615	July 1, 1886	91 28	92 28	7	144,511	131.97	1	11 5	5 7	1	1	1		
824	July 1, 1886	171 18	172 18	7	114,720	104.77	1	18 0	8 6	1	1	1		
241	July 1, 1884	123 26.33	122 26.33	6	25,165	80.40	1	15 0	8 6	1	1	1		
341	July 1, 1885	17 16.02	18 17.17	6	79,421	126.87	2	13 3	7 0	2	1	2		
171	July 1, 1887	1 24.14	2 24.99	6	44,771	143.04	1	10 11	7 3	1	1	1		
146	July 1, 1887	1 24.59	2 24.47	6	44,771	143.04	1	14 0	7 0	1	1	1		
95	July 1, 1887	23 11.35	24 13.05	6	27,100	86.60	1	16 0	9 4	1	1	1		
5,861	July 1, 1886	201 27.50	202 30.50	7	467,945	213.67	3	45 4	9 4	6	2	25		
47,461	July 1, 1887	203 21.50	204 20.50	6	189,032	151.00	2	24 0	9 4	4	2	2		
1,902	July 1, 1887	126 22.50	125 22.50	7	122,691	112.05	2	19 9	8 9	3	1	5		

¹⁵ 12.24 miles covered by closed-pouch service. (See Table C.)
¹⁶ Balance of route (58.96) covered by Kempton and Bloomington, Ill., R. P. O.
¹⁷ Mail apartment service between Kansas City, Mo., and Ellis, Kans. (302 miles), in addition to postal-car service (see trains 203 and 204) making double daily service between those points.

¹⁸ 4 helpers, two on each line between Kansas City, Mo., and Ellsworth, Kans. (223 miles). 1 clerk detailed as chief clerk at large.
¹⁹ 34.50 miles distance on route 28001 covered by Saint Louis, Mo., and Atchison, Kans., R. P. O.
²⁰ 2 helpers between Kansas City and Nevada, Mo. (103.50 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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Kansas City, Mo., and Kiowa, Kans. ¹	7	333.00	Kansas City, Mo., Ottawa, Kans. (South. Kans.). Ottawa, Cherry Vale, Kans. (South. Kans.). Cherry Vale, Wellington, Kans. (South. Kans.). Wellington, Kiowa, Kans. (South. Kans.).	33000 433004 *5,3005 35035	58.80 98.30 113.94 69.33
Kansas City, Mo., and Memphis, Tenn. ²	7	487.04	Kansas City, Mo., Fort Scott, Kans. (K. C., Ft. S. and G.). Fort Scott, Kans., Springfield, Mo. (K. C., Ft. S. and G.). Springfield, Mo., Memphis, Tenn. (K. C., Ft. S. and G.).	*33008 (part) 28036	90.90 103.72
Kansas City, Mo., and Oxford, Nebr.	6	344.08	Kansas City, Winthrop Junction, Mo. (K. C., St. Jo. and C. Bl.). Winthrop Junction, Mo., Atchison, Kans. (K. C., St. Jo. and C. Bl.). Atchison, Kans., Table Rock, Nebr. (B. and M. R., in Nebr.). Table Rock, Wymore, Nebr. (Rep. Valley). Wymore, Red Cloud, Nebr. (Rep. Valley).	28006 (part) 28006 (part) 33012 (part) 34020 34016 (part) *34029	(?) (1) (12) (13) (14)
Kansas City, Mo., and Pueblo, Colo. ³	7	636.00	Kansas City, Mo., Tepeka, Kans. (A. T. and S. F.). Tepeka, Kans., South Pueblo, Colo. (A. T. and S. F.).	33010 (part) 33006	568.10
Kansas City, Mo., and Wellington, Kans.	7	251.00	Kansas City, Mo., Ottawa, Kans. (South. Kans.). Ottawa, Chanute, Kans. (South. Kans.). Chanute, Longton, Kans. (C., K. and W.). Longton, Wellington, Kans. (South. Kans.).	33004 (part) 33066 33005 (part)	45.13 (15)
Kays, N. J., and Stroudsburg, Pa.	2	47.90	Kays, N. J., and Stroudsburg, Pa. (N. Y., S. and W.).	7058	47.85
Keene, N. H., and South Vernon (n. o.) Vt.	1	24.35	Keene, N. H., South Vernon (n. o.) Vt. (Conn. Riv.).	3056	23.03
Kempton and Bloomington, Ill.	6	57.77	Kempton, Bloomington, Ill. (Illinois Central).	*23062 (part)	58.95
Kenosha, Wis., and Rockford, Ill.	6	73.42	Kenosha, Wis., Rockford, Ill. (Chi. and No. West.).	25011	72.40
Kent and Cincinnati, Ohio	5	254.26	Kent, Dayton, Ohio. (N. Y. Lake Erie, and West.). Dayton, Cincinnati, Ohio. (Cleve., Col., Cin. and Ind.).	*21034 (part) 21042 (part)	197.54 (16)

¹ Kansas City, Mo., and Wellington, Kans., R. P. O., also runs over route 33008 and over route 33004, between Ottawa and Chanute, Kans. (68.30 miles), and over route 33005, between Longton and Wellington, Kans. (79.40 miles).

² Clerks separate at Attica, Kans., 1 going to Kiowa, Kans., and 1 performing service over Attica and Medicine Lodge, Kans., R. P. O.

³ Clerks assigned to Kansas City, Mo., and Wellington, Kans., R. P. O., which see.

⁴ 27.50 miles of route 33004, between Lawrence and Ottawa, Kans., covered by Lawrence and Burlington, Kans., R. P. O., and 16.07 miles between Cherry Vale and Coffeyville, Kans., covered by pouch service. (See Table C.)

⁵ 17.59 miles of route 33005, between Wellington and Hunnewell, Kans., covered by pouch service. (See Table C.)

⁶ Double daily service between Kansas City and Springfield, Mo. (202.67 miles). Trains 1 and 2 between Kansas City and Springfield, and 3 and 4 between Kansas City and Memphis.

⁷ 78.35 miles of route 33008, between Fort Scott, Kans., and Joplin, Mo., covered by Fort Scott, Kans., and Joplin, Mo., R. P. O., and 6.36 miles between Joplin and Webb City, Mo., by pouch service. (See Table C.)

⁸ 3 cars in reserve.

⁹ Distance (48.10 miles) covered by Council Bluffs, Iowa, and Kansas City, Mo., R. P. O.

¹⁰ Two helpers between Kansas City, Mo., and Table Rock, Nebr.

¹¹ Distance (2.10 miles) covered by Winthrop Junction, Mo., and Atchison, Kans., pouch service. (See Table C.)

¹² Distance (82.55 miles) covered by Columbus, Nebr., and Atchison, Kans., R. P. O.

¹³ Distance (39.20 miles) covered by Table Rock, Nebr., and Concordia, Kans., R. P. O.

¹⁴ Distance (107.35 miles) covered by Crete and Red Cloud, Nebr., R. P. O.

¹⁵ Balance of route (41.48 miles) covered by Hastings and Red Cloud, Nebr., pouch service. (See Table C.)

in the United States on June 30, 1887—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedule).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are small 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.	Av. speed (miles).					Train No. inward.	Av. speed (miles).				Length.	Width.
4,048	July 1, 1886	3 23	4 23	7	246,740	135.20	2	Fl. In. 21 3	Fl. In. 9 3	5	22	216
2,740	July 1, 1886	3 24	4 24	7								
1,691	July 1, 1886	3 21	4 21	7								
903	July 1, 1886	3 19	4 19	7								
2,333	July 1, 1886	3 28	4 28	7	355,539	194.82	3 ⁴	25 0	9 1 ¹	5	22	16
2,687	July 1, 1887	1 22	2 22	7	147,949	135.11	3	25 2	9 0	3	22	
		3 26	4 26	7			3	25 1 ¹	9 0			
1,818	July 1, 1887	1 23	2 23	7								
		3 23.50	4 23	7								
10,352	July 1, 1887	7 28.86	8 28.86	7	251,175	172.04	2	21 0	8 10	4	1	196
10,352	July 1, 1887	7 8.40	8 8.40									
1,641	July 15, 1885	39 28.30	40 26.07									
3,627	July 1, 1886	39 27.67	40 26.13									
3,029	July 1, 1886	39 30.67	40 28.63									
		39 28.78	40 26.80									
18,512	July 1, 1886	5 29.70	176 29.50	7	464,280	181.70	3	50 0	9 3 ¹	7	2	184
		9 20.50	1610 25	7	464,280	181.70	3 ¹	50 0	9 3 ¹	7	2	
11,653	July 1, 1886	5 28.40	16 8.30	7			3 ¹	50 0	9 3 ¹			
		199, 3 23.50	14, 10 23.60	7								
4,648	July 1, 1886	1 30	2 29	7	183,220	125.50	2	21 3	9 3	4	1	(18)
2,740	July 1, 1886	1 27.20	2 27.20	7								
1,174	Feb. 31, 1887	81 23	82 23	7								
1,691	July 1, 1886	1 21	2 21	7								
180	July 1, 1885	1 22.42	12 17.08	6	29,985	95.80	1	14 1	6 9	1	1	1
645	July 1, 1885	18 24	3 24	6	15,243	97.40	1	18 10	7 0	1	1	1
		32 26.17	23 24	6	15,243							
171	July 1, 1887	9 11 23	8 26.20	6	36,164	115.54	2	15 0	7 2 ¹	1	1	1
1,376	July 1, 1887	91 12.59	92 13.79	6	45,961	146.84	1	12 8	8 0	1	1	1
2,040	July 1, 1884	5 26.78	4 32.03	6	159,167	127.12	2	18 3	9 0	4	1	184
5,577	July 1, 1884	5 28.71	4 31.90	6								

¹⁶ Double daily service.

¹⁷ Train 6 from Pueblo, Colo., to Newton, Kans., and train 8 from Newton, Kans., to Kansas City, Mo.

¹⁸ 9 helpers on trains 5 and 6; 4 between Kansas City, Mo., and Newton, Kans. (201.00 miles); 2 out of Kansas City each day, and 5 between Kansas City, Mo., and Garden City, Kans. (418.00 miles); 7 helpers on trains 9 and 3 and 10 and 4; 4 between Kansas City, Mo., and Newton, Kans. (201.00 miles); 2 out of Kansas City each day, and 3 between Kansas City, Mo., and Nickerson, Kans. (245.00 miles).

¹⁹ Trains 7 and 10 between Kansas City, Mo., and Newton, Kans., and 2 and 4 between Newton, Kans., and Pueblo, Colo.

²⁰ 52.26 miles of route 33010, between Atchison and Topeka, Kans., covered by Atchison and Topeka, Kans., R. P. O.

²¹ In reserve.

²² 58.80 miles, distance on route 33006; 68.30 miles, distance on route 33004; and 79.40 miles distance on route 33005 covered by Kansas City, Mo., and Kiowa, Kans., R. P. O.

²³ 6 clerks perform service on this line, 4 on through run and 2 helpers between Kansas City, Mo., and Chanute, Kans. (125.00 miles.) These clerks are appointed to Kansas City and Kiowa, Kans., R. P. O.

²⁴ Balance of route (28.17 miles) covered by Kankakee and Kankakee Junction Ill., R. P. O.

²⁵ Balance of route covered by lines of the Second Division 101.67 miles.

²⁶ These clerks do no local work between Dayton and Cincinnati, Ohio, running in cars of the Cleveland and Cincinnati R. P. O. on north trips as helpers.

²⁷ Covered by Cleveland and Cincinnati, R. P. O., 68.00 miles.

TABLE A. 2.—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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Keokuk, Iowa, and Clayton, Ill.	6	43.09	Keokuk, Iowa, Clayton, Ill. (Wab. St. L. and Pac.).	23081	43.08
Keokuk and Humeston, Iowa..	6	132.05	Keokuk, Humeston, Iowa. (Keo. and West.)	128015 (part)	132.20
Ketchum and Shoshone, Idaho.	8	70.01	Ketchum, Shoshone, Idaho (Oreg. Sh't Line)	42901	70.01
Keysville and Clarksville, Va..	3	31.64	Keysville, Clarksville, Va. (Rich. & Mecklenb'gh).	11032	31.63
Kingston and Goshen, N. Y.	2	44.26	Kingston, N. Y., and Montgomery, N. Y. (Walkill Valley).	6083	34.12
			Montgomery, N. Y., and Goshen, N. Y. (N. Y., L. E. and W.).	6009	10.65
Knobel and Helena, Ark.	7	140.52	Knobel, Forrest City, Ark. (St. L., I. M. and S.).	29012	97.76
			Forrest City, Helena, Ark. (St. L., I. M. and S.).	29008	44.63
Knoxville and Maryville, Tenn.	3	16.90	Knoxville, Maryville, Tenn. (Knoxv. and Augusta).	19014	17.78
La Crosse, Wis., and Dubuque, Iowa.	6	122.47	La Crosse, Wis., Dubuque, Iowa (Chi., Mil. and St. P.).	27012 (part)	121.47
La Crosse, Wis., and Woonsocket, Dak.	6	400.45	La Crosse, Wis., Flandreau, Dak. (Chi., Mil. and St. P.).	26023	311.66
			Flandreau, Egan, Dak. (Chi., Mil. and St. P.).	735007 (part)	4.40
			Egan, Woonsocket, Dak. (Chi., Mil. and St. P.).	35002	85.30
LaFayette, Ind., and Quincy, Ill.	6	271.00	La Fayette, Ind., Quincy, Ill. (Wab., St. L. and Pac.).	21019 (part)	268.05
La Junta, Colo., and Albuquerque, N. Mex.	7	348.00	La Junta, Colo., Albuquerque, N. Mex. (A. T. and S. F.).	138006 (part)	347.00
Lake Crystal, Minn., and Eagle Grove, Iowa.	6	110.48	Lake Crystal, Elmore, Minn. (Chi., St. P., Minn. and Om.).	26029	44.20
			Elmore, Minn., Eagle Grove, Iowa (Chi. and No. West.).	127052 (part)	66.30
Lake Geneva, Wis., and Elgin, Ill.	6	44.15	Lake Geneva, Wis., Elgin, Ill. (Chi. and No. West.).	23004	44.13
Lake Station, Ind., and Joliet, Ill.	6	45.68	Lake Station, Ind., Joliet, Ill. (Mich. Central).	23022	45.67
Lancaster, N. H., and Boston, Mass.	1	212.03	Lancaster, Concord, N. H. (Bos. and Low.).	11006 (part)	136.30
			Concord, Nashua, N. H. (Concord).....	1001	(16)
			Nashua, N. H., Boston, Mass. (Bos. and Low.).	3016	(16)
Lancaster, Pa., and Frederick, Md.	2	81.67	Lancaster, Pa., and Columbia, Pa. (Pa.)...	8027 (part)	112.10
			Columbia, Pa., and Frederick, Md. (Pa.)...	8022	69.30
Lansing and Hillsdale, Mich. (27)	9	65.68	Lansing, Jonesville, Mich. (L. S. and M. S.)	24005	61.04
			Jonesville, Hillsdale, Mich. (L. S. and M. S.)	21093 (part)	(2)
Larabee, and Clermont, Pa....	2	22.33	Larabee, Pa., and Clermont, Pa. (B., N. Y. and P.).	8091	22.30

¹ Balance of route (17.48 miles) covered by Humeston and Shenandoah, Iowa, R. P. O.
² Reserve.
³ In reserve.
⁴ Cars and clerks shown route 6083.
⁵ Balance of route (43.50 miles) covered by Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O., and between Sabula and Clinton, Iowa (16.27 miles) by closed pouches. (See Table C.)
⁶ Short run La Crosse, Wis., to Jackson, Minn., 215.44 miles.
⁷ Balance of route (34.91 miles) covered by Egan Dak., and Sioux City, Iowa., R. P. O.

⁸ Balance of route (205.32 miles) covered by Toledo, Ohio, and La Fayette, Ind., R. P. O.
⁹ One clerk detailed as chief clerk at Quincy, Ill.; two clerks detailed to transfer duty at Quincy, Ill.; one clerk detailed to transfer duty at Decatur, Ill., and one clerk detailed to clerical duty at office of superintendent Chicago, Ill.
¹⁰ 178.64 miles of route 38008, between Albuquerque and Rincon, N. Mex., covered by Albuquerque, N. Mex., and El Paso, Tex., R. P. O., and 53.41 miles, between Rincon and Deming, N. Mex., by Rincon and Deming, N. Mex., R. P. O.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	A ^v speed (miles).	Train No. inward.	A ^v speed (miles).					Length.	Width.			
Lbs. 491	July 1, 1887	442	22.47	443	21.54	6	26,974	86.18	1	17 5	8 7½	1	1	1
419	July 1, 1887	5	24.79	6	22.99	6	82,063	132.05	2	16 8	9 0	2	1	2
407	July 1, 1886	521	17.50	522	17.50	6	43,826	140.02	1	10 2	6 8	1	1	1
216	July 1, 1885	50	16.33	51	15.65	6	19,807	68.28	1	12 0	3 0	1	1	1
435	July 1, 1885	4	24.96	1	27.29	6	27,707	88.52	2	18 2	8 10	1	1	1
547	July 1, 1885	4	30.42	1	21.30	6	.....	.....	(4)	18 0	7 6	(4)		
570	July 1, 1886	687	19.50	688	19.50	7	102,580	93.68	2	14 6	8 11	3	1	3
525	July 1, 1886	687	18	688	18	7	.....	.....	21	24 10	9 13			
135	July 1, 1884	1	12.93	2	12	6	10,579	33.80	1	8 10	7 8	1	1	1
2,982	July 1, 1887	6	21.12	5	21.12	6	76,666	122.47	1	22 9	9 4	2	1	2
2,119	July 1, 1887	1	24.44	4	22.72	6	250,682	133.48	1	20 1	9 3			
404	July 1, 1886	3	26.40	2	26.40	6	134,928	143.69	1	14 3	7 2			
1,204	July 1, 1886	1	26.40	4	26.40	6	.....	.....	21	22 0	9 4	4	1	9
11,242	July 1, 1884	45	25.32	44	23.15	6	169,646	135.50	1	21 1	9 4			
4,546	July 1, 1886	601	20.09	602	20	7	254,040	139.20	2	20 9	9 3	4	2	17
521	July 1, 1887	13	24.11	14	29.46	6	69,160	110.48	15	21 3	9 3	5	1	5
1,338	July 1, 1887	10	24.11	9	21.50	.....	.....	.....	2	23 10	9 3			
246	July 1, 1887	20	24.07	19	24.07	6	27,638	88.30	1	21 0	9 3	2	1	2
107	July 1, 1887	141	24.98	144	26.09	6	28,596	91.36	1	12 2	7 4	2	1	2
3,263	July 1, 1885	54	20.70	29	18.66	6	132,730	106.01	192	12 2	7 5			
11,733	July 1, 1885	54	22.89	29	21.32	.....	.....	.....	21	8 9	7 5			
14,366	July 1, 1885	54	29.04	29	26.48	.....	.....	.....	1	12 2	7 5	1	1	1
938	July 1, 1885	85	24.19	82	25.92	6	51,125	81.67	2	27 6	9 4	4	2	19
542	July 1, 1885	294	15.12	301	18.90	6	.....	.....	171	25 6	8 6			
552	July 1, 1884	152	27.69	155	24.83	6	.....	.....	1	15 0	9 0	1	1	1
69,142	Mar. 9, 1884	152	23.45	155	25.80	6	41,116	131.30	24	15 0	9 0	1	1	1
273	July 1, 1885	24	15.20	25	13.78	6	13,979	79.16	1	8 7½	6 8	1	1	1

¹¹ Cars also run over Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O.
¹² Balance of route (98.40 miles) covered by Tama and Hawarden, Iowa, R. P. O.
¹³ One of these cars in reserve.
¹⁴ Balance of route covered by closed-pouch service between Lancaster and Groveton Junction, 9.58 miles. (See Table C.)
¹⁵ One clerk detailed as transfer clerk Manchester, N. H.
¹⁶ Covered by Saint Albans and Bos. R. P. O., 36.28 miles.
¹⁷ Reserve car.
¹⁸ Covered by Saint Albans and Boston R. P. O., 39.85 miles.

¹⁹ 18.88 miles covered by closed-pouch service. (See Table C.)
²⁰ Number of train changes at Columbia.
²¹ Cars and clerks shown on route No. 8027.
²² Runs on route 21095, Jonesville to Hilldale, Mich., 4.50 miles.
²³ Shown in report of New York and Chicago R. P. O.
²⁴ Reported on route 24005.
²⁵ Clerk runs through to Olean as helper in Buffalo and Emporium R. P. O., and return. Distance (17.25 miles) not included in annual mileage.

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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Larimore, Dak., and Breckenridge, Minn.	6	131.40	Larimore, Everest, Dak. (St. P., Minn. and Man.), Ripon, Dak., Breckenridge, Minn. (St. P., Minn. and Man.), Portland Junction, Ripon, Dak. (St. P., Minn. and Man.), La Salle (n. o.), Greeley, Colo. (D. P. R. and T. Co.), Greeley, Ft. Collins, Colo. (G. S. L. and P.) Ft. Collins, Denver, Colo. (Colo. Cent.)	135006 (part) 135003 (part) 135013 (part) 138007 (3) 138027 (part) 138003 (part)	78.94 63.41 41.41 (3) 24.05 92.61
La Salle and Denver, Colo.	7	119.50			
Lawrence and Burlington, Kans.	7	74.40	Lawrence, Ottawa, Kans. (South Kans.)	933004 (part)	27.50
Leavenworth and Lawrence, Kans.	7	34.95	Ottawa, Burlington, Kans. (South Kans.)	33019 (part)	47.04
Leavenworth and Miltonvale, Kans.	7	166.18	Leavenworth, Lawrence, Kans. (U. P.)	33002 (part)	34.35
Leavenworth and Topeka, Kans.	7	57.40	Leavenworth, Miltonvale, Kans. (K. C.)	33013 (part)	166.18
Lebanon and Greensburgh, Ky.	5	31.84	Leavenworth, Meriden Junction (n. o.), Kans. (L. T. and S. W.), Meriden Junction (n. o.), Topeka, Kans. (A. T. and S. F.)	33038 (part)	47.07
Lebanon and Nashville, Tenn.	5	31.99	Lebanon, Greensburgh, Ky. (Louis. and Nash.), Lebanon, Ky., Nashville, Tenn. (Nash., Chatt. and St. Louis).	20024 (part)	31.90
Leland and Glen Allan, Miss.	4	41.00	Leland, Wilzinski, Miss. (L. N. O. and T. Rwy.), Wilzinski, Glen Allan, Miss. (L. N. O. and T. Rwy.)	19001 (part)	31.52
Lenoir, N. C., and Lancaster, S. C.	4	138.25	Lenoir, Hickory, N. C. (C. and N. N. G. R. R.), Hickory, N. C., Chester, S. C. (C. C. and A. R. R.)	18020 (part) 18022 (part)	41.00
Lenox and Jackson, Mich.	9	106.68	Chester, Lancaster, S. C. (C. C. and A. R. R.)	14013 (part)	29.47
Lexington and Louisville, Ky.	5	94.71	Lenox, Jackson, Mich. (Grand Trunk)	24033 (part)	106.58
Litchfield and Bethel, Conn.	1	39.03	Lexington, La Grange, Ky. (Louis. and Nash.), La Grange, Louisville, Ky. (Louis. and Nash.)	20003 (part) 20004 (part)	67.44
Litchfield and Kampsville, Ill.	6	53.68	Litchfield, Hawleyville, Conn. (Shepang)	5019 (part)	32.98
Little Falls and Morris, Minn.	6	88.33	Hawleyville, Bethel, Conn. (Dan. & Nor.)	5024 (part)	6.08
Lock Haven and Harrisburgh, Pa.	2	118.63	Litchfield, Barnett, Ill. (Jack. and So. East), Barnett, Kampsville, Ill. (Jack. and So. East)	23046 (part) 23060 (part)	51.97
Lock Haven and Tyrone, Pa.	2	2900.46	Little Falls, Morris, Minn. (North. Pac.)	20046 (part)	88.37
			Lock Haven, Pa., and Williamsport, Pa. (Penna.)	8022 (part)	(14)
			Williamsport, Sunbury, Pa. (Penna.)	8006 (part)	(17)
			Sunbury, Pa., Harrisburgh, Pa. (No. Central)	10002 (part)	(19)
			Lock Haven Tyrone (Penna.)	8038 (part)	55.25
			Bellefonte, Milesburgh, Pa. (Penna.)	8083 (part)	212.70

¹ Balance of route, Park River and Larimore, Dak. (36.87 miles) covered by closed pouches. (See Table C.)

² Balance of route, Hope and Ripon, Dak. (29.84 miles) covered by closed pouches. (See Table C.)

³ Distance on route 38007 (6 miles) covered by Cheyenne, Wyo., and Denver, Colo., R. P. O.

⁴ 15.14 miles of route 38027, between Ft. Collins and Stout, Colo., covered by pouch service. (See Table C.)

⁵ Denver and Georgetown, Colo., R. P. O., also runs

over 18 miles of route 38003, between Denver and Golden, Colo.

⁶ 68.30 miles of route 33004, between Ottawa and Cherry Vale, Kans., covered by Kansas City, Mo., and Kiowa, Kans., R. P. O., and 16.97 miles between Cherry Vale and Coffeyville, Kans., by closed-pouch service. (See Table C.)

⁷ Trains 291 and 292 run between Leavenworth and Garrison, Kans., and 293 and 294 between Garrison and Miltonvale, Kans.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).				Length.	Width.
Lbs. 443	July 1, 1886	48	16.04	47	16.31	6	82,256	131.40	1	16 0	9 1	2
763	July 1, 1886	48	16.53	47	19.50							
453	July 1, 1886	48	20.70	47	20.68							
1,615	July 1, 1886	343	34	344	24	7	87,235	110.50	1	13 8½	9 0	2
434	July 1, 1886	343	24	344	24	7						
1,490	July 1, 1886	302	24	361	24	7						
2,740	July 1, 1886	51	20.50	52	20.50	6	46,574	74.40	1	20 2½	8 9½	2
351	July 1, 1886	51	20	52	20	6			1	18 2½	8 9½	
456	July 1, 1886	231	23.35	232	23.35	7	25,514	63.90	1	13 3	9 1	1
576	July 1, 1886	291	19.30	292	19.30	6	104,029	110.70	1	15 6	7 6	3
293	July 1, 1886	293	10	294	10	6	.....	.....	1	15 5	7 7	1
133	July 1, 1886	51	23	52	23	7	41,902	114.80	1	12 0	7 8	1
11,653	July 1, 1887	51	23	52	23	7						
255	July 1, 1884	30	12.72	40	11.56	6	19,932	63.68	1	7 0	6 0	1
445	July 1, 1884	42	18.01	41	19.90	6	20,026	127.96	1	12 0	6 8	1
44	July 1, 1884	44	14.01	43	14.55	96	20,096					
578	June 15, 1885	22	14	21	14	6	25,666	82.07	1	5 8	7 0	1
1,383	July 1, 1885	22	10	21	10							
111	Aug. 11, 1885	52	13	53	13	6	86,545	92.27	101	5 3	7 1	3
350	Aug 5, 1885	52	13	53	13		.....	.....	1	6 6	7 2	1
		52	12	53	12		.....	.....	1	11 6	6 10	
373	July 1, 1884	2 & 6	13.08	3 & 7	10.48	6	66,782	106.68	2	23 6	7 3	2
1,243	July 1, 1884	21	25.61	18	23.81	6	59,288	94.71	1	14 7	9 0	2
19,548	July 1, 1881	21	19.57	18	18.26	6						
296	July 1, 1885	1	22.78	4	22.45	6	24,432	78.06	1	6 4	6 6	1
277	July 1, 1885	1	15	4	12							
549	July 1, 1887	14	10.50	13	10.48	6	36,733	117.36	1	12 7	7 2½	1
190	July 1, 1887	14	12.72	13	15.21							
235	July 1, 1887	25	20.38	26	20.38	6	55,294	170.66	1	24 6	9 1	1
1,383	July 1, 1885	14	26.72	1	28.26	6	474,262	118.63	2	20	9	2
		6	20.72	15	24.50	6	74,262		162	20	9	1
7,227	July 1, 1885	14	24.55	1	24.55	6	.....	.....	(18)	.....	.....	(18)
		6	23.38	15	31.89	6	.....	.....	(18)	.....	.....	(18)
11,371	July 1, 1885	14	29.01	1	30.39	6	.....	.....	(18)	.....	.....	(18)
		6	30.39	15	30.39	6	.....	.....	(18)	.....	.....	(18)
624	July 1, 1885	53	18.72	50	19.50	6	37,848	120.92	1	15	8	1
82	July 1, 1885	53	19.20	50	16.20	6			(77)	.....	.....	(77)

11 Miles distance over route 33010, covered by Atchison and Topeka, Kans., R. P. O.
 12 Clerk makes two round trips daily except Sunday.
 13 Reserve car.
 14 Covered by the Cincinnati and Nashville R. P. O., 27.40 miles.
 15 Distance (6.50 miles) covered by Jacksonville and Centra, Ill., R. P. O.
 16 24.50 miles covered by Williamsport and Erie R. P. O.
 17 Double daily service, except Sunday.
 18 2 phoeta.

19 In reserve.
 20 40.93 miles covered by Williamsport and Baltimore R. P. O.
 21 Cars and clerks shown on route No. 8022.
 22 53.20 miles covered by Williamsport and Baltimore R. P. O.
 23 Clerk performs double daily service, except Sunday, between Milesburgh and Bellefonte, Pa. (2.70 miles).
 24 10.13 miles covered by closed-pouch service (See Table C).
 25 Cars and clerks shown on route No. 8035.

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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Logan and Nelsonville, Ohio...	5	32.96	Logan, New Straitsville, Ohio (Col., Hook Val. and Tol.).	21084	13.39
			New Straitsville, Nelsonville, Ohio (Col., Hook Val. and Tol.).	21077	18.94
Logan and Pomeroy, Ohio.....	5	83.47	Logan, Pomeroy, Ohio (Col., Hook Val. and Tol.).	21074	83.71
Logansport, Ind., and Columbus, Ohio.	5	198.71	Logansport, Ind., Bradford, Ohio (Pitts., Cin. and St. Louis).	22017	114.29
			Bradford, Columbus, Ohio (Chic., St. Lou. and Pitts.).	21015 (part)	(4)
Logansport, Ind., and Keokuk, Iowa.	6	283.02	Logansport, State Line (n. o.), (Ind. Chic. St. L. and Pitts.).	22014	61.19
			State Line (n. o.), Ind., Keokuk, Iowa (Tol., Peo. and West.).	23027 (part)	222.40
Los Angeles and Santa Ana, Cal.	8	35.50	Los Angeles, Santa Ana, Cal. (South'n Pacific Co.).	46017	35.50
Louisville and Bardstown, Ky.	5	41.40	Louisville, Bardstown Junction, Ky. (Louis. and Nash.).	20005 (part)	(9)
			Bardstown Junction, Bardstown, Ky. (Louis. and Nash.).	20006	17.93
Louisville and Bloomfield, Ky..	5	58.16	Louisville, Anchorage, Ky. (Louis. and Nash.).	20004 (part)	(10)
			Anchorage, Shelbyville, Ky. (Louis. and Nash.).	20012	18.48
			Shelbyville, Bloomfield, Ky. (Louis. and Nash.).	20026	27.75
Louisville and Knoxville, Tenn.	5	267.21	Louisville, Lebanon Junction, Ky. (Louis. and Nash.).	20005 (part)	(11)
			Lebanon Junction, Ky., Jellico, Tenn. (Louis. and Nash.).	20007	170.97
			Jellico, Knoxville, Tenn. (E. Tenn., Va. and Ga.).	19008	65.63
Louisville, Ky., and Nashville, Tenn.	5	166.13	Louisville, Ky., Nashville, Tenn. (Louis. and Nash.).	20005	(12)
Louisville and Paducah, Ky...	5	228.12	Louisville, Paducah, Ky. (Chesa., Ohio and So. West.).	20009 (part)	223.30
Louisville, Ky., and Saint Louis, Mo.	5	268.57	Louisville, Ky., Oakland City, Ind. (Louis., Evans. and St. Lou.).	22048	99.55
			Oakland City, Ind., Mount Vernon, Ill. (Louis., Evans. and St. Louis.).	22023	88.56
			Mount Vernon, East Saint Louis, Ill. (Louis. and Nash.).	23032 (part)	(13)
Loup City and Grand Island, Nebr.	6	61.20	Loup City, Saint Paul, Nebr., (Om. Rep. Vall.).	34033	39.59
			Saint Paul, Grand Island, Nebr., (Om. and Rep. Vall.).	34015 (part)	(14)
Lovely Mount and Pocahontas, Va.	3	75.16	Lovely Mount, New River Depot, Va. (Norfolk and Western).	11013 (part)	(15)
			New River Depot, Pocahontas, Va. (Norfolk and Western).	11033	73.69
Lowell and Ayer, Mass.....	1	16.98	Lowell, Ayer, Mass. (Boa. and Low.).	3020	17.03

¹ These clerks make two round trips daily, except Sunday.

² 4 cars in reserve.

³ Clerks run in car of Pittsburgh and Saint Louis R. P. O., on train No. 1, as helper between Columbus and Bradford, Ohio.

⁴ Covered by Pittsburgh and Saint Louis R. P. O. (83.40 miles).

⁵ East Division, Logansport, Ind., to Peoria, Ill.

⁶ Balance of route, Keokuk, Iowa, and Warsaw, Illa. (8.47 miles), covered by closed pouches.

See Table C.

⁷ West Division, Peoria, Ill., to Keokuk, Iowa.

⁸ Reserve

⁹ Covered by Cincinnati and Nashville R. P. O. (22 miles).

¹⁰ Covered by Cincinnati and Nashville R. P. O., (12 miles).

¹¹ Covered by Cincinnati and Nashville R. P. O. (23.60 miles).

¹² Day line.

¹³ Clerks on day line run on trains Nos. 23 and 24 between Louisville, Ky., and Jellico, Tenn. (201.94 miles).

¹⁴ Night line.

¹⁵ Clerks on night line run on trains 23 and 24, over whole line, thus making double daily service between Louisville, Ky., and Jellico.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).				Length.	Width.
Lbs.								<i>Ft.</i>	<i>In.</i>			
307	July 1, 1884	9 22.96	8 22.96	6	20,633	65.92	1	8	7 0	1	1	1
150	July 1, 1884	9 21.76	8 21.76	6								
900	July 1, 1884	1 29.34	2 23.35	6	52,232	111.29	2	15 9	7 5	3	1	3
532	July 1, 1884	3 23.91	6 23.35	6	52,252							
		12 28.57	1 27.42	6	124,392	132.47	2	12 0	9 0	3	1	3
42,547	July 1, 1884	12 28.60	1 33.59	6								
1,551	July 1, 1884	105 28.24	104 28.24	6	177,170	114.34	1	32 4	8 2	3	2	8
1,607	July 1, 1887	5 26.10	4 27.72			111.50	2	32 0	8 2	1	1	
598	July 1, 1886	3 24.17	4 26.03				1	28 2	8 8			
16,947	July 1, 1885	9 26.44	12 26.44	7	25,915	71.00	1	8 4	6 11	1	1	1
195	July 1, 1884	20 18.85	30 18.85	6	25,916	82.80	1	8 4	6 11	1	1	1
19,504	July 1, 1884	20 13.44	30 14.39	6								
391	July 1, 1884	36 10.56	35 9.65	9								
201	July 1, 1884	56 12.80	35 13.87	6								
16,947	July 1, 1884	23 25.23	24 20.89	12 7	147,416	134.04	2	18 5	9 0	139	1	7
1,302	July 1, 1884	25 29.60	26 29.60	14 7	162,239		1	14 2	9 7	164	1	
824	July 1, 1884	23 21.15	24 19.35	7			1	15 3	9 0			
16,947	July 1, 1884	25 28.64	26 24.13	7								
948	July 1, 1884	25 25.40	26 25.12	7								
729	July 1, 1884	5 28.56	6 30.83	7	85,248	124.09	2	14 0	9 0	3	1	(17)
329	July 1, 1884	1 22.90	2 23.10	7	166,528	114.06	2	14 9	9 0	4	1	4
4,071	July 1, 1887	1 22.97	2 22.14	7	106,050	134.28	10 1	14 8	8 10			
360	Mar. 30, 1887	1 27.25	2 23.52	7			7	15 3	9 1			
6,222	July 1, 1885	2 26.11	7				10 5	14 0	7 6	4	1	4
394	July 1, 1885	1 23.80	2 26.11	7								
745	July 1, 1885	84 14.39	83 14.39	6	38,311	122.40	(22)			1	1	1
		82 24.45	81 22.00									
6,222	July 1, 1885	21 18.48	22 18.48	6	47,059	75.16	2	18 3	8 7	2	1	2
394	July 1, 1885	21 23.24	22 20.07				25 1	15 6	8 6			
400	July 1, 1885	403 24.25	406 20.20	6	10,629	67.92	1	11 2	7	1	1	1
		409 21.55	410 24.25	6	10,629							

Tenn. Previous to December 20, 1886, night line run between Junction City, Ky., and Knoxville, Tenn. (171.79 miles).
 * Covered by Cincinnati and Nashville R. P. O. (185 miles).
 17 Clerks are appointed to Cincinnati and Nashville R. P. O., and are shown with that line; R. P. O. Service re-established Nov. 14, 1886; clerks formerly acted as helpers to Cincinnati and Nashville R. P. O.; day line.
 18 Remainder of route shown on Paducah and Memphis R. P. O. (166.10 miles).
 19 This also includes cars on the Paducah and

Memphis R. P. O. (all cars running through between Louisville, Ky., and Memphis, Tenn.)
 20 3 cars in reserve.
 21 Covered by Nashville and Saint Louis R. P. O. (76.18 miles).
 22 Temporary apartment in baggage car in use, to be replaced by an apartment car shortly.
 23 Distance (21.60 miles) covered by Ord and Grand Island, Neb., R. P. O.
 24 1.54 miles covered by the Lynchburgh and Bristol R. P. O.
 25 In reserve.

TABLE A^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.	Miles of route for which railroad is paid.
Lowell and Taunton, Mass . . .	1	<i>Miles.</i> 62.01	Lowell, South Framingham, Mass. (Old Colony). South Framingham, Taunton, Mass. (Old Colony).	3049 19051	29.44 32.26
Ludington, Mich., and Toledo, Ohio. ²	9	278.59	Ludington, Monroe, Mich. (F. and P. M.). Monroe, Mich., Toledo, Ohio, (L. S. & M. S.).	24015 24001 (part)	254.41 (*)
<i>Lynchburgh, Va., and Bristol, Tenn.</i>	3	204.48	Lynchburgh, Va., Bristol, Tenn. (Norfolk and Western).	11013	204.40
Lyons, N. Y., and Sayre, Pa. . . .	2	92.22	Lyons, N. Y., Sayre, Pa. (Gen., Ith. and Sayre).	6072	92.58
McCook, Nebr., and Denver, Colo.	6	255.53	McCook, Nebr., Denver, Colo. (B. and M. R. in Nebr.).	¹⁰ 34069 (part)	255.30
McLeansborough and Shawneetown, Ill.	6	41.00	McLeansborough, Shawneetown, Ill. (Louis. and Nash.).	25078	41.22
McPherson and El Dorado, Kans. ¹¹	7	62.17	McPherson, El Dorado, Kans. (St. L., Ft. S. and W.).	33046	62.17
Mackinaw City and Detroit, Mich.	9	291.23	Mackinaw City, Detroit, Mich. (Mich. Cent.).	24013	290.22
Mackinaw City, and Grand Rapids, Mich. ¹²	9	226.30	Mackinaw City, Grand Rapids, Mich. (G. R. and I.).	¹⁴ 24018 (part)	225.67
Macon and Brunswick, Ga. . . .	4	190.60	Macon, Brunswick, Ga. (E. T., V. and Ga. R. R.).	15013	¹⁶ 190.60
Macon, Ga., and Montgomery, Ala.	4	224.51	Macon, Ga., Enfaula, Ala. (S. W. R. R.). Enfaula, Montgomery, Ala., (M. and E. R. R.).	15016 17003	144.57 89.49
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 ¹⁷ 3011 (part)	27.07 (*)
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.).	¹⁸ 1001 (part) ¹⁹ 1009 (part) 1010	(*) (*) 32.72
Mandan, Dak., and Glendive, Mont.	6	215.92	Mandan, Dak., Glendive, Mont. (North Pac.).	²⁰ 26001	214.82
Manhattan and Burlingame, Kans.	7	57.27	Manhattan, Burlingame, Kans. (M., A. and B.).	33034	57.27
Manistee and East Saginaw, Mich. ²⁷	9	148.13	Manistee, Manistee Junction, Mich. (F. and P. M.). Manistee Junction, East Saginaw, Mich. (F. and P. M.).	24045 24015 (part)	27.13 (*)

¹ Balance of route covered by Boston, Clinton and Fitchburg R. P. O. (40.47 miles), and closed-pouch service between Taunton and New Bedford (20.91 miles). (See Table C.)

² Reserve cars.

³ Runs on route 24001, Monroe, Mich., to Toledo, Ohio (24.47 miles).

⁴ Shown in report of Detroit and Toledo R. P. O. night line.

⁵ One car held in reserve.

⁶ 2 clerks detailed to Bay City, Wayne and Detroit R. P. O.; 8 clerks detailed to Manistee and East Saginaw R. P. O.; one of these clerks alternates between the Manistee and East Saginaw and East Saginaw and Howard City R. P. O's.

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, Mich. (210.33 miles), daily, except Sunday.

⁷ The cars on this line, together with those in use on the Baltimore and Bristol R. P. O., west di-

vision, run through to Chattanooga, Tenn., comprising the total equipment of the Bristol and Chattanooga R. P. O.

⁸ 2 detailed as helpers in Baltimore and Bristol R. P. O.; 2 transfer clerks, Lynchburgh, Va.

⁹ In reserve

¹⁰ Balance of route (132.07 miles) covered by Omaha and McCook, Nebr., R. P. O.

¹¹ Reported last year as Newton and El Dorado, Kans.; distance increased 28.86 miles.

¹² Trains 202 and 205 carry an R. P. O. between Bay City and Detroit, Mich., and give double service between those points, 108 miles daily, except Sunday. R. P. O. on above trains perform daily service.

¹³ 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.

¹⁴ Balance of route (143.23 miles) covered by Cadillac and Fort Wayne, R. P. O.

in the United States on June 30, 1887—Continued.

Average weight of mail wholly distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of clerks.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Average speed (miles).					Train No. inward.	Average speed (miles).				Length.	Width.
Lbs.								<i>Ft.</i>	<i>In.</i>			
1,841	July 1, 1885	819 30.60	20 21.16	6	38,818	124.02	1	13	2	6	2	
		831 28.26	370 25.00	6	38,818		1	12		7		
1,330	July 1, 1885	819 27.25	20 25.46				2	1	14	7		
		831 15.72	370 23.34				1	15		8	6	
2,658	July 1, 1884	3 23.34	4 25.12	6	174,307	139.29	3	20		8	10	4
4,634	July 1, 1884	109 29.40	110 32.66	6								9
0,222	July 1, 1885	3 24.23	4 26.60	7	140,270	102.24	7	40	2	8	10	4
							1	41	0	8	7	2
							1	43	3	8	8	2
							1	39	8	8	10	2
848	July 1, 1885	109 26.44	102 28.93	6	57,730	92.22	1	15	9	8	8	1
							9	15	9	8	8	1
3,479	July 1, 1886	39 32.94	40 29.46	7	186,537	170.35	1	11	0	8	10	3
							1	11	0	7	1	1
173	July 1, 1887	81 12.68	80 9.70	6	25,660	82.60	1	8	0	0	2	1
149	Mar. 30, 1887	18 23.30	17 23.30	7	45,384	124.34	1	10	7	6	11	1
1,957	July 1, 1884	92 22.03	91 23.07	6	182,316	145.61	1	16	1	8	8	
		206 22.03	204 23.07	6			1	15	6	9	2	6
		1202 .27	1205 25.92	7	78,840	108.00	1	15	6	9	2	
1,831	July 1, 1884	6 24.65	1 22.60	6	141,664	113.15	3	22	0	8	10	4
667	July 1, 1884	15 .234	16 .24	7	139,128	95.30	1	14	10	7	2	4
							1	14	10	7	0	1
1,049	July 1, 1884	3 .24	4 .20	7	163,892	112.25	3	24	4	9	0	4
860	July 1, 1884	3 .25	4 .20									6
1,013	July 1, 1885	39 20.52	34 24.37	6	33,710	80.37	2	10	0	6	9	2
		37 21.66	36 27.09	6	10,601							1
4,739	July 1, 1885	39 26.12	34 24.51	6								
11,733	July 1, 1885	12 25.71	75 27	6	30,669	126.74	1	8	6	6	0	1
							1	9	0	7	0	1
452	July 1, 1885	12 21.63	75 17.41									
311	July 1, 1885	12 14.31	75 19.81									
11,448	July 1, 1887	1 21.84	2 22.41	7	157,621	107.96	2	24	6	9	1	4
430	July 1, 1886	132 14.30	151 14.30	6	35,851	114.54	1	12	0	9	0	1
901	July 1, 1884	705 24.42	706 24.42	6								
2,653	July 1, 1884	5 23.30	6 21.23	6	92,729	98.75	2	20	0	8	10	3

¹⁵ 1 clerk assigned as ohief 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.
¹⁶ 160 20 miles reported as Chattanooga and Macon R. P. O.
¹⁷ 1 transfer clerk, Jesup, Ga.
¹⁸ 2 helpers.
¹⁹ Balance of route covered by Portland and Boston R. P. O., 89.33 miles.
²⁰ Covered by Portland and Boston R. P. O., 27 miles. These clerks double the road between Manchester, N. H., and Lawrence, Mass.
²¹ Balance of route covered by Saint Albans and Boston R. P. O., 18.02 miles.
²² Covered by Saint Albans and Boston R. P. O., 18.28 miles.
²³ Balance of route covered by Claremont and Lowell R. P. O., 42.93 miles, and closed-pouch service between Claremont and Claremont Junction, 2.02 miles. (See Table C.)
²⁴ Covered by Claremont and Lowell R. P. O., 11.97 miles. This clerk runs in the same car with

Claremont and Lowell clerk between Concord and Manchester, N. H.
²⁵ Balance of route (1065.45 miles) covered by Saint Paul, Minn., and Mandan, Dak., Glendive and Billings, Mont.; Billings and Helena, Mont., and Helena, Mont., and Portland, Oreg., R. P. O.
²⁶ Cars run through between Mandan, Dak., and Portland, Oreg., covering Glendive and Billings, Mont., Billings and Helena, Mont., and Helena, Mont., and Portland, Oreg., R. P. O.
²⁷ Runs on route 24015 between Manistee Junction and East Saginaw, Mich. (119.83 miles), and in connection with Bay City, Wayne, and Detroit, and Ludington and Toledo R. P. O., gives double service between Manistee Junction, and Wayne, Mich. (210.33 miles), daily except Sunday.
²⁸ Shown in report of Ludington and Toledo R. P. O.
²⁹ Clerk appointed to Ludington and Toledo 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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Mankato and Wells, Minn.....	6	38.26	Mankato, Wells, Minn. (Chi., Mil. and St. P.).	26024	38.18
Maquoketa and Davenport, Iowa.....	6	43.85	Maquoketa, Davenport, Iowa (Chi., Mil. and St. P.).	27014	43.91
Marietta and Amesville, Ohio.....	5	30.52	Marietta, Amesville, Ohio (Mar. Mineral) ..	¹²¹⁰⁹⁸	31.83
Marion, Ohio, and Chicago Ill.....	5	270.12	Marion, O., Chicago Junction (n. o.), Ind. (Chi. and Atlantic).	²¹⁰⁹⁰	249.65
Marion and Connell Bluffs, Iowa.....	6	261.90	Marion, U. P. Transfer, Iowa (Chi., Mil. and St. P.).	⁴²⁷⁰²⁸	261.90
Marion and Running Water, Dak.....	6	62.72	Marion, Running Water, Dak. (Chi., Mil. and St. P.).	(part) ²⁷⁰²⁵	63.00
Marquette and Houghton, Mich.....	6	95.20	Marquette, Houghton, Mich. (Dul., So. Shore and Act.).	(part) 24040	95.33
Marshalltown and Story City, Iowa.....	6	39.55	Marshalltown, Story City, Iowa (Central Iowa).	27079	39.33
Marysville and Manhattan, Kans.....	7	55.64	Marysville, Manhattan, Kans. (M. and B. V.).	33054	55.64
Mason City and Albia, Iowa.....	0	169.55	Mason City, Albia, Iowa (Central Iowa) ..	²⁷⁰¹⁰	170.21
Mason City and Fort Dodge, Iowa.....	6	73.05	Mason City, Fort Dodge, Iowa (M. City and Ft. Dodge).	(part) 27097	73.06
Maysville, Paris, Ky., and Cincinnati, Ohio.....	5	130.32	Maysville, Paris, Ky. (Ky. Cent)	20015	50.17
			Paris, Ky., Covington, Ky. (Ky. Cent.).....	20002	(¹⁰)
				(part) 8043	36.67
Meadville and Oil City, Pa.....	2	36.62	Meadville, Pa., Oil City, Pa. (N. Y. P. and O.).	18002	102.34
Memphis, Tenn., and Grenada, Miss.....	4	101.60	Memphis, Tenn., Grenada, Miss. (M. and T. R. R.).		
Memphis, Tenn., and Little Rock, Ark.....	7	138.00	Memphis, Tenn., Little Rock, Ark. (M. and L. R.).	29001	135.00
Memphis, Tenn., and New Orleans, La.....	4	454.70	Memphis, Tenn., New Orleans, La. (L., N. O. and T. Rwy.).	18019	455.60
Memphis, Tenn., and Tupelo, Miss.....	4	104.99	Memphis, Tenn., Tupelo, Miss. (K. C. M. and B. R. R.).	18021	104.99
Mendota and Centralia, Ill.....	6	211.99	Mendota, Centralia, Ill. (Illinois Central) ..	¹⁴²³⁰²¹	212.85
				(part) 28013	64.70
Mendota and Fulton, Ill.....	6	65.26	Mendota, Fulton, Ill., (Chi., Bur. and Qev.).	18016	196.24
Meridian, Miss., and New Orleans, La.....	4	196.24	Meridian, Miss., New Orleans, La. (N. O. and N. E. R. R.).	18003	140.69
Meridian and Vicksburgh, Miss.....	4	140.70	Meridian, Vicksburgh, Miss. (V. & M. R. R.).	25031	108.07
Merrill and Tomah, Wis.....	6	107.50	Merrill, Tomah, Wis. (Chi., Mil. and St. P.).	28021	50.43
Mexico and Cedar City, Mo.....	7	60.43	Mexico, Cedar City, Mo. (C. and A.).....	22004	161.62
Michigan City and Indianapolis, Ind.....	5	161.18	Michigan City, Indianapolis, Ind. (Lake Erie and West.)	¹²²⁰⁰⁸	59.58
Michigan City, Monon, and Indianapolis, Ind.....	5	154.67	Michigan City, Monon, Ind. (Louis., New Alb. and Chi.).	(part) ¹²²⁰³⁸	95.56
			Monon, Indianapolis, Ind. (Louis., New Alb. and Chi.).	18008	36.35
Middletown, Tenn., and Cotton Plant, Miss.....	4	36.35	Middletown Sta., Tenn., Cotton Plant, Miss. (S. I. R. and K.).	7037	88.40
Middletown and New York, N. Y.....	2	89.78	Middletown, New York, N. Y. (N. Y., S. and W.).	0085	57.99
Millerton and Dutchess Junction, N. Y.....	2	57.97	Millerton, Dutchess Junction, N. Y. (N. D. and C.).	²⁰⁵⁰⁰⁴	63.79
Milton and Mineral Point, Wis.....	6	90.66	Milton, Gratiot, Wis. (Chi., Mil. and St. P.).	(part) ²¹²⁵⁰²⁹	25.80
			Gratiot, Mineral Point, Wis. (Chi., Mil. and St. P.).	(part)	

¹ R. P. O. established on this line November 10, 1884.

² Balance of line (20 miles) not paid for by the Department.

³ Two cars in reserve.

⁴ Balance of route (89.28 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

⁵ Balance of route (288.40 miles) covered by Calmer, Iowa, and Chamberlain, Dak., R. P. O.

⁶ Reserve.

⁷ New service; not reported last year.

⁸ Balance of route, Lyle, Minn., and Mason City Iowa (23.57 miles) covered by closed pouches (See Table C.)

⁹ 2 helpers between Chapin and Abia, Iowa.

¹⁰ Covered by the Cincinnati and Livingston R. P. O. (80 miles).

¹¹ In reserve.

¹² 2 reserve cars.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).				Train No. inward.	Av'g speed (miles).				Length.	Width.	
Lbs. 254	July 1, 1887	24	22.91	21	24.11	6	23,951	76.52	1	13 5	7 3	1	1	1
291	July 1, 1887	24	22.91	23	19.51	6	27,450	87.70	1	14 11	7 4	1	1	1
150	Nov. 8, 1886	4	13.21	1	14.19	6	12,208	61.04	1	6 10	8 6	1	1	1
383	June 1, 1883	1	27.42	10	24.38	6	169,095	135.06	2	18 0	8 6	4	1	4
2 249	July 1, 1887	3	23.50	2	22.77	6	163,049	130.95	1	10 0	7 0	4	1	4
3,402	July 1, 1887	51	18	50	13.98	6	39,263	125.44	1	23 7	9 4	1	1	1
743	Ap. 16, 1884	1	21.72	2	21.72	7	69,496	95.20	1	20 3	9 2	1	1	1
105	July 1, 1887	35	13.11	36	10.49	6	24,758	79.10	2	11 10	7 2	2	1	2
387	Dec. 1, 1886	252	22	251	22	7	40,617	111.28	6	14 0	6 0	1	1	1
1,652	July 1, 1887	2	24.32	1	21.56	7	123,771	113.03	6	12 0	7 0	1	1	1
762	July 1, 1884	10	21.50	11	20.76	6	81,580	130.32	1	11 0	9 0	1	1	1
2,460	July 1, 1884	16	25.26	11	25.26	6			3	22 2	9 5	3	1	5
572	July 1, 1885	83	25.88	86	24.44	6	22,924	73.24	1	14 0	9 0	2	1	2
827	July 1, 1884	2	25	1	25	7	74,168	101.60	1	11 0	9 0	1	1	1
3,194	July 1, 1886	3	21	2	19	7	99,280	96.70	2	12 3	7 2	3	1	3
1,120	Oct. 7, 1885	1	28	2	28	7	331,931	110.67	2	22 0	8 8	3	1	3
223	July 15, 1885	1	20	2	20	6	28,715	104.99	1	17 4	7 8	8	1	8
4,570	July 1, 1887	3	22.40	2	24.56	6	132,706	105.99	1	15 6	9 0	1	1	1
435	July 1, 1887	95	25.88	96	23.53	6	49,853	130.52	2	27 6	9 0	4	1	4
630	July 1, 1884	1	26	2	26	6	119,816	130.82	1	27 1	9 0	1	1	1
1,531	July 1, 1884	5	21	6	20	7	102,711	93.80	1	8 0	6 6	1	1	1
695	July 1, 1887	2	24.01	1	24.01	6	67,295	107.50	1	8 0	6 6	1	1	1
397	July 1, 1887	138	16.70	137	14.40	6	31,569	100.86	1	17 6	9 0	1	1	1
913	July 1, 1884	15	23.29	10	22.81	6	109,890	167.45	2	13 2	8 9	3	1	3
967	July 1, 1884	11	22.34	12	26.48	6	96,823	103.11	2	14 0	9 2	3	1	3
785	July 1, 1884	11	24.96	12	26.57	6			1	16 9	6 6	2	1	2
240	Feb. 15, 1887	2	10	1	12	6	22,755	72.70	1	16 9	6 9	1	1	1
825	July 1, 1885	18	16.32	25	16.60	6	56,202	132.66	1	10 0	6 6	1	1	1
459	July 1, 1885	51	21.21	54	20.36	6	36,289	115.94	1	16 6	6 6	2	1	2
961	July 1, 1887	1	21.26	2	23.19	6	56,753	96.66	1	12 0	6 6	1	1	1
1,015	July 1, 1887	1	23.81	2	23.14	6			1	10 9	7 3	2	1	2

¹² 1 asst. to chief clerk, New Orleans, La.

¹⁴ Balance of route (132.29 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.

¹³ 3 helpers between Mendota and Pana, Ill. One clerk detailed to transfer duty at Bloomington, Ill., and 1 clerk detailed to clerical duty at office of supt. Chicago, Ill.

¹⁶ 1 reserve car. No pay for car service.

¹⁷ 1 transfer clerk, Meridian, Miss.

¹⁸ Balance of route covered by Chicago and Louisville R. P. O.

¹⁹ Relieved every fourth week by Port Jervis and New York clerk.

²⁰ Balance of route (11.50 miles) covered by Gratiot and Shullsburgh, Wis., pouch service. (See Table C*.)

²¹ Balance of route, Gratiot, Wis., and Warren, Ill. (7.15 miles), covered by closed pouches. (See Table C*.)

TABLE A^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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Milton and Stockton, Cal.	8	30.09	Milton, Stockton, Cal. (Stockton and Copporopolis R. R.).	46012	30.09
<i>Milwaukee, Wis., and Chicago, Ill.</i>	6	80.14	Milwaukee, Wis., and Chicago, Ill. (Chi. and No. West.).	23001	85.37
Milwaukee and Lancaster, Wis.	6	168.40	Milwaukee, Montfort, Wis. (Chi. & N. W.).	25038	146.87
			Montfort, Lancaster Jct., Wis. (Chi. & No. West.).	25025	10.00
			Lancaster Jct., Lancaster, Wis. (Chi. and No. West.).	(part) 25042	12.31
Milwaukee and Prairie du Chien, Wis.	6	194.50	Milwaukee, Prairie du Chien, Wis. (Chi., Mil. and St. P.).	25001	196.64
Minneapolis, Minn., and Fargo, Dak.	6	298.45	Minneapolis, Cologne, Minn. (Chi., Mil. and St. P.).	26037	33.17
			Cologne, Ortonville, Minn. (Chi., Mil. and St. P.).	26010	147.01
			Ortonville, Minn., Fargo, Dak. (Chi., Mil. and St. P.).	(part) 35019	119.32
Minneapolis, Minn., and Savanna, Ill.	6	297.65	Minneapolis, Saint Paul, Minn. (St. P., Minn. and Man.).	26006	(*)
			Saint Paul, Minn., Savanna, Ill. (Chi., Burl. and North).	(part) 23073	288.79
Minnewaukon and Jamestown, Dak.	6	90.07	Minnewaukon, Jamestown, Dak. (James. and North.).	(part) 35016	90.25
Missouri Valley, Iowa and Rapid City, Dak.	6	548.02	Missouri Valley, California, Iowa (S. C. and Pac.).	27029	(*)
			California, Iowa, Fremont, Nebr. (S. C. and Pac.).	(part) 27077	32.23
			Fremont, Nebr., Rapid City, Dak. (Fre., Elk. and Mo. Val.).	34010	510.25
Monmouth Junction and Manasquan, N. J.	2	33.18	Monmouth Junction, Jamesburgh, N. J. (Penn'a).	7005	126.10
			Jamesburgh, Sea Girt, N. J. (Penn'a)	(part) 7023	27.43
Monroe and Adrian, Mich.	9	34.29	Monroe, Adrian, Mich. (L. S. and M. S.).	24002	34.90
Monroe (n. o.) and Oakland, Fla.	4	32.10	Monroe (n. o.), Oakland, Fla. (O. Belt Rwy.).	10029	32.10
Montandon and Bellefonte, Pa.	2	67.63	Lewisburgh, Bellefonte, Pa. (Penn'a)	8067	66.22
		171.64			
Montfort, Wis., and Galena, Ill.	6	58.08	Montfort, Ipswich, Wis. (Chi. & No. West).	125025	21.60
			Ipswich, Plattville, Wis. (Chi. & No. West).	(part) 25043	4.36
			Ipswich, Wis., Galena, Ill. (Chi. and No. West).	125025	26.26
<i>Montgomery, Ala., and New Orleans, La.</i>	4	321.85	Montgomery, Mobile, Ala. (L. and N. R. R.).	(part) 17012	180.67
			Mobile, Ala., New Orleans, La. (L. and N. R. R.).	17013	141.43
Montgomery and Selma, Ala. ...	4	51.21	Montgomery, Selma, Ala. (W. Rwy., of Ala.).	17002	51.23
Montgomery and Somerville (n. o.), Texas.	7	55.00	Montgomery, Navasota, Tex. (G. C. and S. F.).	231024	27.25
			Navasota, Somerville (n. o.), Tex. (G. C. and S. F.).	(part) 31050	27.20
Monticello and Macon, Ga.	4	45.45	Monticello, Macon, Ga. (Cov. & Mac. R. R.).	15052	45.45
Montrose and Tunkhannock, Pa.	2	29.16	Montrose, Tunkhannock, Pa. (Montrose)...	8078	29.11

¹ 1 clerk detailed to transfer duty at Milwaukee, Wis.

² Balance of route covered by Montfort, Wis., and Galena, Ill., R. P. O. (47.76 miles), and between Woodman and Lancaster Jct., Wis. (13.53 miles), by closed pouches. (See Table C.)

³ 2 helpers between Waukesha and Prairie du Chien, Wis.; 1 clerk detailed to transfer duty at Prairie du Chien, Wis.

⁴ Balance of route covered by Hastings and Cologne, Minn., R. P. O. (50.51 miles); Ortonville, Minn., and Mitchell, Dak., R. P. O. (109.01 miles); and between Aberdeen and Bowdle, Dak. (50.87 miles), by closed pouches. (See Table C.)

⁵ Reserve.

⁶ Distance (10.69 miles) covered by Neche, Dak., and Saint Paul, Minn., R. P. O.

⁷ 2 cars in reserve.

⁸ Balance of route, Oregon and Savanna, Ill. (46.59 miles), covered by closed pouches. (See Table C.)

⁹ Distance (5.9 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

¹⁰ East Division, Missouri Valley, Iowa, to Long Pine, Nebr.

¹¹ West Division, Long Pine, Nebr., to Rapid City, Dak.

¹² 47.58 miles covered by South Amboy and Philadelphia R. P. O.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'go speed (miles).					Train No. inward.	Av'go speed (miles).				Length.	Width.
Lbs.								<i>Ft. In.</i>	<i>Ft. In.</i>			
423	July 1, 1886	5 28.65	8 28.65	6	18,836	60.18	1	10 0	8 9	1	1	1
8,930	July 1, 1887	4 28.44	5 28.44	6	53,924	86.14	1	50 0	9 5	1	1	4
1,276	July 1, 1887	101 23.42	100 25.81	6	53,924	86.14	1	35 5	8 7	3	1	1
662	July 1, 1887	101 20.00	100 17.14	6	105,418	112.26	1	24 7	9 3	1	1	4
1,073	July 1, 1887	101 18.46	100 18.46	6	-----	-----	1	24 0	9 3	1	1	1
4,566	July 1, 1887	1 25.10	4 24.06	6	121,757	97.25	2	25 0	9 3	4	1	7
3,063	July 1, 1887	1 26.53	4 23.41	6	186,830	149.22	1	21 1	9 4	4	1	4
2,377	July 1, 1887	1 24.84	4 24.70	6	-----	-----	1	20 9	8 8	1	1	1
468	July 1, 1886	1 28.12	4 29.27	6	-----	-----	1	20 2	9 3	1	1	1
4,937	July 1, 1887	2 16.02	1 21.36	6	186,329	148.82	75	25 0	8 11	4	1	4
910	July 1, 1887	2 27.31	1 27.75	6	-----	-----	1	-----	-----	1	1	1
302	July 1, 1886	52 20.05	51 21.66	6	47,384	90.07	2	17 6	9 4	2	1	2
7,209	July 1, 1887	3 20.82	4 27.23	7	400,711	125.73	2	25 0	9 6	184	2	13
4,814	July 1, 1887	3 21.97	4 21.48	7	-----	118.97	1	22 0	9 6	115	1	1
3,438	Mar. 30, 1887	3 23.92	4 21.72	7	-----	-----	1	-----	-----	1	1	1
969	July 1, 1885	380 24.39	387 30.49	6	20,771	1866.36	1	15 0	8 8	1	1	1
468	July 1, 1885	380 27.43	387 23.17	6	-----	-----	151	12 0	6 6	1	1	1
674	July 1, 1884	101 26.56	102 30.64	6	21,466	68.58	1	12 2	9 0	1	1	1
178	Feb. 14, 1887	4 13	1 13	6	29,095	64.20	1	13 4	5 3	1	1	1
291	Apr. 1, 1886	103 18.45	112 17.65	6	42,336	138.54	1	8 6	9 6	1	1	1
662	July 1, 1887	17101 9.84	17102 9.84	6	11,027	-----	18	-----	-----	18	1	1
151	July 1, 1887	120 14.93	121 20.93	6	35,106	112.16	1	12 0	7 3	1	1	1
662	July 1, 1887	120 19.69	121 24.24	6	-----	-----	1	-----	-----	1	1	1
6,140	July 1, 1884	1 30	2 30	7	234,951	128.74	204	49 1	9 1	5	1	15
5,897	July 1, 1884	3 23	4 28	7	234,951	-----	21	50 0	9 0	5	1	1
1,007	July 1, 1884	1 29	2 31	7	-----	-----	1	-----	-----	1	1	1
107	July 1, 1886	3 30	4 28	7	37,383	102.42	1	10 5	5 2	1	1	1
110	July 1, 1886	54 22.50	55 25	7	34,430	110.00	202	10 6	7 0	1	1	1
115	M'h 15, 1887	20 10	21 11	6	-----	-----	1	-----	-----	1	1	1
158	July 1, 1885	2 10	2 10	6	28,452	90.90	1	12 4	8 8	1	1	1
		2 17.46	3 13.12	6	18,254	58.32	1	6 0	6 8	1	1	1
				6	-----	-----	201	4 0	6 2	1	1	1

13 Given benefit of run from Monmouth Junction to Sea Girt.
 14 Clerk runs to Trenton, N. J., in the a. m. without additional compensation.
 15 In reserve.
 16 Cars and clerks shown on route No. 7005.
 17 Short run between Montandon and Lewisburgh. Clerks perform double daily service between Montandon and Lewisburgh. Distance 1.64 miles.
 18 Cars and clerks shown on trains 103 and 112.
 19 Balance of route covered by the Montfort, Wis., and Galena, Ill., R. P. O. (10 miles), and be-

tween Woolman and Lancaster junction, Wis. (18.53 miles), by closed pouches. (See Table C.)
 20 Department pays for 40-foot cars only.
 21 Four helpers; one transfer clerk, Montgomery, Ala.
 22 Reserve car.
 23 10.70 miles of route 31024, between Conroe and Montgomery, Tex., covered by closed-pouch service. (See Table C.)
 24 One car in reserve.
 25 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.	Miles of route for which railroad is paid.
Morgantown and Fairmont, W. Va.	3	<i>Miles,</i> 25.88	Morgantown, Fairmont, W. Va. (F. M. and P.).	12017	25.95
Moscow, Idaho, Connell, Wash. ¹	8	117.30	Moscow, Idaho, Connell, Wash. (Col. and Palouse R. R.).	43006	117.30
Mound House, Nev., and Keeler, Cal.	8	301.72	Mound House, Nev., Keeler, Cal.	45004	293.00
			Belleville, June, (n. o.), Candelaria, Nev. (Carson and Colorado R. R.).	45006	7.80
Mount Carmel and Sunbury, Pa.	2	27.83	Mount Carmel, Sunbury, Pa. (No. Central).	8023	27.47
Mount Pleasant and Keokuk, Iowa.	6	50.40	Mount Pleasant, Keokuk, Iowa (St. L., Keo. and N. W.).	² 28018	50.70
Mount Pleasant, Mich., and Toledo, Ohio.	9	171.82	Mount Pleasant, Emery, Mich. (T. A. A. and N. M.).	24065 (part)	116.23
			Emery, Mich., Toledo, Ohio (T. A. A. and N. M.).	24020	52.00
Mulvane and Spivey, Kans. ⁴	7	51.67	Mulvane, Spivey, Kans. (C. K. and W.).	33068	51.67
Murphy, N. C., and Marietta, Ga.	4	109.02	Murphy, N. C., Marietta, Ga. (M. and N. G. R. E.).	15030	109.03
Muscataine and Montezuma, Iowa.	6	96.87	Muscataine, What Cheer, Iowa (Bur. C. Rap. and No.).	27004	76.58
			Thornburgh, Montezuma, Iowa (Bur. C. Rap. and No.).	27065	16.29
Muskegon and Allegan, Mich. ⁶	9	60.06	Holland, Allegan, Mich. (C. and W. M.).	24023	24.64
			Muskegon, Holland, Mich. (C. and W. M.).	24022 (part)	(7)
Nashville and Chattanooga, Tenn.	5	151.62	Nashville, Chattanooga, Tenn. (Nash., Chat. and St. Louis).	19004	151.09
Nashville, Tenn., and Hickman, Ky.	5	169.49	Nashville, Tenn., Hickman, Ky. (Nash., Chatt. and St. Louis).	19007	170.11
Nashville and Hope, Ark.	7	27.53	Nashville, Hope, Ark. (Ark. and La.)	29009	27.53
Nashville, Tenn., and Montgomery, Ala.	5	306.05	Nashville, Tenn., Decatur, Ala. (Louis. and Nash.).	19006	122.72
			Decatur, Montgomery, Ala. (Louis. and Nash.).	17004	183.28
Nashville, Tenn., and Saint Louis, Mo. ¹²	5	321.63	Nashville, Tenn., Evansville, Ind. (Louis. and Nash.).	20025	156.91
			Evansville, Ind., East Saint Louis, Ill. (Louis. and Nash.).	23032	161.38
Nebraska City and Beatrice, Nebr.	6	95.24	Nebraska City, Nemaha City, Nebr. (Nebraska).	¹³ 34005 (part)	27.56
			Nemaha City, Beatrice, Nebr. (Rep. Vall.).	34019	67.00
Nebraska City and Broken Bow, Nebr.	6	230.44	Nebraska City, York, Nebr. (Nebraska) ..	¹³ 34005 (part)	109.85
			York, Aurora, Nebr. (Rep. Vall.)	¹³ 34011 (part)	22.75
			Aurora, Grand Island, Nebr. (Rep. Vall.) ..	34027	19.96
			Grand Island, Broken Bow, Nebr. (Gr. Isl'd and Wyo. Cent.).	¹³ 34036 (part)	77.68
Neeche, Dak., and Saint Paul, Minn.	6	425.76	Neeche, Fargo, Dak. (St. P. Minn. & Man.).	35005	157.84
			Fargo, Dak., Breckenridge, Minn. (St. P. Minn. and Man.).	26005	53.27
			Breckenridge, St. Paul, Minn. (St. P. Minn. and Man.).	26006	216.12
Nevada, Mo., and Cedar Vale, Kans. ²³	7	164.83	Nevada, Mo., Chetopa, Kans. (N. and M.).	28058	77.18
			Chetopa, Cedar Vale, Kans. (D., M. & A.).	33056	89.15
Newark and Shawnee, Ohio. . . .	5	43.63	Newark, Shawnee, Ohio (Balto. and Ohio)	21038	43.07

¹ New R. P. O. service.

² Three clerks run daily over route 45004 to Belleville Junction, Nev., and embrace route 45006, distance 160.72 miles. Tri-weekly service between Belleville Junction, Nev., and Keeler, Cal. (141 miles). Clerk relieved every thirty days.

⁴ Balance of route (138.67 miles) covered by Burlington, Iowa, and Saint Louis, Mo., R. P. O.

⁶ One clerk alternates between Mount Pleasant and Toledo and Toledo and Allegan R. P. O.

⁸ New service; not reported last year.

⁶ Runs on route 24,022, Muskegon to Holland, Mich. (35.50 miles), and in connection with Big Rapids

and Holland R. P. O., gives double service between these points daily, except Sunday.

⁷ Shown in report of Big Rapids and Holland R. P. O.

⁸ Double service over whole line. Trains 1 and 2 daily; 5 and 8 daily, except Sunday.

⁹ 1 car in reserve.

¹⁰ 1 helper between Nashville and McKenzie, Tenn., four days in the week, Mondays, Wednesdays, Thursdays, and Fridays. Distance, 118.70 miles.

¹¹ 4 helpers on the line running through.

¹² This line was formerly the Evansville and Saint Louis and Evansville and Nashville R. P. O's.

in the United States on June 30, 1887—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (a train number taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	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.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).			Length.	Width.	
Lbs.								Fl. In.	Fl. In.					
245	M'h 15, 1886	701	15.30	700	17.	6	16,201	51.76	1	17 8	8 7	1	1	1
400	July 1, 1886	20	11.73	19	11.50	6	73,430	117.30	2	18 4	9 1	2	1	2
436	July 1, 1886	1	14.73	2	14.92	7	119,325	107.15	3	10 9	8 8	4	1	24
425	July 1, 1886	1	14.73	2	14.92	7	43,992	141.00						
244	July 1, 1885	1	20.59	6	21.97	6	17,422	55.66	1	14 8	8 5	1	1	1
3,563	July 1, 1887	15	9.81	16	11.27	6	31,550	106.80	1	9 10	6 8	1	1	1
760	M'h 30, 1887	3	24.80	2	23.77	6			1	16 9	9 3			
364	July 1, 1884	3	27.41	2	23.04	6	107,559	91.63	1	12 9	9 1	43	1	3
179	Apr. 13, 1887	503	17	504	17	7	37,719	103.34	1	20 0	9 0	1	1	1
		2	15	1	15	6	68,247	109.92	1	8 0	5 6	2	1	2
526	July 1, 1887	32	21.88	31	24.18	6	60,640	96.87	1	9 0	6 0			
282	July 1, 1887	32	21.06	31	21.06				1	11 11	9 4	2	1	2
322	July 1, 1884	26	23	23	23	6	37,598	120.12	1	12 0	6 0	1	1	1
821	July 1, 1884	26	24.70	23	26.25	6			3	20 0	9 0	5	1	5
4,704	July 1, 1884	1	37.04	2	27.04	67	110,683	121.30	91	17 6	9 3			
1,469	July 1, 1884	5	27.45	6	24.83	6	94,94		2	15 5	8 9	3	1	104
436	July 1, 1886	51	21.48	52	22.23	6	196,101	112.90	1	9 6	6 0	1	1	1
3,350	July 1, 1884	1	12	2	13	7	20,097	55.06	1	19 8	9 5	4	2	118
2,689	July 1, 1884	3	28.42	2	28.87	7	223,417	153.02	1	19 0	9 0			
2,253	July 1, 1884	1	28.50	2	27.49	7			1	17 0	8 6			
4,071	July 1, 1887	52	24.91	51	22.79	7	234,790	100.81	2	18 5	9 0	4	1	122
575	July 1, 1883	54	20.09	53	20	147	133,155		2	14 9	9 0	4	1	
540	July 1, 1886	52	25.35	51	25.94	7			1	18 4	8 10	2	1	2
1,018	July 1, 1886	54	23.81	53	26.89	7			1	18 2	8 8			
693	July 1, 1886	53	18.06	51	19.60	6	59,020	95.24	2	21 0	8 10	4	1	4
1,231	July 1, 1886	41	21.80	42	21.80									
878	M'h 30, 1887	41	22.20	42	22.01									
1,322	July 1, 1886	41	22.19	42	22.19									
2,863	July 1, 1887	10	21.52	9	22.55	7	310,805	141.92	193	40 0	9 6	206	1	210
4,937	July 1, 1887	10	21.31	9	21.31									
677	July 1, 1887	10	25.42	9	23.36	6	99,020	158.18	2	22 6	9 6	222	1	
423	Feb. 1, 1887	8	22.59	7	22.59	6	120,326	164.83	245	16 4	9 10	2	1	2
423	July 1, 1884	175	22	176	22	7								
423	Feb. 1, 1887	175	20	176	20	7								
423	July 1, 1884	108	24.96	107	24.96	6	27,312	87.26	1	16 2	8 7	1	1	1

September 22, 1886, Evansville and Saint Louis R. P. O. was extended to Nashville, Tenn., taking up and discontinuing the Evansville and Nashville R. P. O.

¹² 2 helpers on day line between Evansville, Ind., and Nashville, Tenn. Two helpers on night line between Evansville, Ind., and Saint Louis, Mo.

¹⁴ Night service established December 6, 1883.

¹⁵ Balance of route (169.85 miles) covered by Nebraska City and Broken Bow, Nebr., R. P. O.

¹⁶ Balance of route (27.56 miles) covered by Nebraska City and Beatrice, Nebr., R. P. O.

¹⁷ Balance of route, Central City and Aurora, Nebr. (19.25 miles), covered by closed pouches. (See

Table C.)

¹⁸ Balance of route, Broken Bow and Anselmo, Nebr. (29.15 miles), covered by closed pouches. (See Table C.)

¹⁹ Postal cars paid for between Saint Paul and Breckonridge, Minn.

²⁰ Through run.

²¹ 2 helpers on through run between Saint Paul and Kerkhovea, Minn.

²² Short run, Saint Paul to Morris, Minn. (158.18 miles.)

²³ New service; not reported last year.

²⁴ 3 extra cars in reserve.

TABLE A^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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
New Berlin and Sidney, N. Y.. ²	2	25.16	New Berlin, N. Y., and Sidney, N. Y. (N. Y., O. and W.).	6101	25.08
Newburyport and Boston, Mass.	1	40.63	Newburyport, Wakefield, Mass. (Bos. and Maine). Wakefield, Boston, Mass. (Bos. and Maine). ²	3014 3011 (part)	30.80 (?)
New Castle and North Vernon, Ind.	5	69.89	New Castle, Rushville, Ind. (Ft. Way., Cin. and Lou.) Rushville, North Vernon, Ind. (Cin., Ind., St. Lou., and Chic.).	22042 22C15	24.89 45.50
New Hartford and Farmington, Conn.	1	14.30	New Hartford, Farmington, Conn. (N. H. & Northampton).	5021	14.37
New Haven, Conn., and New York, N. Y.	1	77.05	New Haven, Conn., New York, N. Y. (N. Y., N. H. and H.).	5005 (part)	(?)
New London and New Haven, Conn.	1	51.81	New London, New Haven, Conn. (N. Y., N. H., and H.).	5004 (part)	(?)
New Orleans, La., and Houston, Tex.	4	302.74	New Orleans, La., La Fayette, La. (M., L. and T. R. R.). La Fayette, La., Orange, Tex. (L. and W. R. R.). Orange, Houston, Tex. (G. H. & S. A. R. R.).	30003 (part) 30010 31012	149.57 113.25 106.33
New Orleans, La., and Marshall, Tex.	4	369.37	New Orleans, Cheneyville, La. (Mo. Pacif. Rwy.). Cheneyville, Shreveport, La. (Mo. Pacif. Rwy.). Shreveport, La., Marshall, Tex. (Mo. Pacif. Rwy.).	30002 30011 31009 (part)	171.54 156.57 139.95
Newport and Batesville, Ark.. ⁷	7	28.95	Newport, Batesville, Ark. (St. L., I., M., and S.).	29014 (part)	28.95
Newton and Arkansas City, Kans. ¹⁴	7	78.81	Newton, Arkansas City, Kans. (A., T. and S. F.).	33011 (part)	73.81
Newton and Caldwell, Kans. ¹⁷	7	81.09	Newton, Mulvane, Kans. (A. T. & S. F.)... Mulvane, Caldwell, Kans. (A. T. & S. F.)...	33011 (part) 33037	(?) 38.33
<i>New York, N. Y., and Chicago, Ill.</i> This line is divided into three divisions as follows: New York and Syracuse, N. Y.—East Division.	9	389.50	New York, Syracuse, N. Y. (N. Y. C. & H. R. R.).	6011 (part)	289.50

¹ In reserve.² Balance of route covered by Portland and Boston R. P. O., 109.33 miles.³ Covered by Portland and Boston, R. P. O., 10 miles.⁴ 1 car in reserve.⁵ Balance of route covered by Boston, Springfield, and New York, R. P. O., 62.77 miles.⁶ Covered by Boston, Springfield, and New York, R. P. O., 75.23 miles.⁷ 1 clerk detailed as transfer clerk at New Haven, Conn.⁸ Covered by Boston, Providence, and New York, R. P. O., 51.78 miles.⁹ 1 clerk detailed as transfer clerk, New London, Conn.¹⁰ 69.20 miles reported as Cheneyville and La Fayette R. P. O.¹¹ Cars run through to San Antonio, Texas, over Houston and San Antonio R. P. O.¹² 1 helper.¹³ Balance of route shown as Texark. and El Paso R. P. O., Seventh Division, R. M. S.¹⁴ Clerks on this line are appointed to Newton and Caldwell, Kans., R. P. O., in connection with which the line is operated.¹⁵ Newton and Caldwell, Kans., R. P. O. also runs over 43 miles of route 33011, between Newton and Mulvane, Kans.¹⁶ See Newton and Caldwell.¹⁷ This line is operated in connection with Newton and Arkansas City, Kans., R. P. O., 3 clerks performing service on the two lines.¹⁸ 43.00 miles, distance on route 33011, covered by Newton and Arkansas City, Kans., R. P. O.¹⁹ The total equipment of this line is as follows: 24 cars, 60 ft. by 9 ft.; 6 cars, 50 ft. by 9 ft.; 6 cars, 49 ft. 5 in. by 9 ft. Eight of these cars are held in reserve. The figures in the body of the

in the United States on June 30, 1887—Continued.

Average weight of mail whole distance per day.	Date of last readjust- ment.	Average speed per hour (train num- berstaken from divi- sion schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Average speed (miles).					Train No. inward.	Average speed (miles).				Length.	Width.
Lbs.	July 1, 1885	24 14.89	25 14.89	0	15,750	50.32	1	<i>Ft.</i> 15 0	<i>In.</i> 6 10	1	1	1
	July 1, 1885	08 20.14	13 20.14	0	25,434	81.20	1	16 0	6 10			
4,739	July 1, 1885	118 23.16	71 25.57	6	25,434		1	12 0	8 6	2	1	2
	July 1, 1885	06 17.80	13 18.99									
278	July 1, 1884	118 17.20	71 20.35									
	July 1, 1884	4 24.89	1 29.80	0	43,751	139.78	1	12 0	6 0	1	1	1
128	July 1, 1884	4 21.84	1 20.22	0			2	10 6	9 4			
128	July 1, 1885	33 12	36 24.00	0	8,951	57.20	1	10 0	6 0	1	1	1
	July 1, 1885	37 21	32 14.47	0	8,951							
64,611	July 1, 1885	24 27.45	47 20.95	6	48,233	115.56	1	16 4	6 10	1	1	2
13,103	July 1, 1885	14 23.52	7 30.58	6	32,433	103.62	1	15 0	6 7	2	1	3
	July 1, 1885	24 23.52	39 23.16	6	32,433		1	12 11	6 4			
2,814	July 1, 1886	18 25	17 25	7	264,800	145.10	115	22 7	9 1	5	1	111
	July 1, 1886	20 20	19 25	7	264,800		112	18 0	9 0	5	1	
2,714	July 1, 1886	18 27.56	17 27.50				112	15 9	9 1			
	July 1, 1886	20 27	19 27.50									
2,714	July 1, 1886	18 27.50	17 27									
	July 1, 1886	20 27	19 27.50									
1,436	July 1, 1886	51 17	52 17	7	269,640	123.12	4	20 6	7 2	6	1	6
1,161	July 1, 1886	51 18	52 18									
	July 1, 1886	51 20	52 22									
320	July 1, 1886	41 12	46 12	7	21,134	57.90	1	13 9	9 3	1	1	1
1,201	July 1, 1886	403 24	404 24	7	57,531	106.60	(15)					(14)
1,201	July 1, 1886	403 24.00	404 24.00	7	59,196	106.00	2	20 6	9 0	3	1	183
767	July 1, 1886	501 25.00	502 25.00	7			(19)					342 (21)
99,901	July 1, 1885	21 32.57	12 32.57	7	211,335	144.75	274	60 0	9	4	2248	
	July 1, 1885	23 28.10	.....	0	181,227	124.12	1	60 0	9	4	253	
	July 1, 1885	.....	21 1.68	.....	.....	.....	2	60 0	9	.....	25	
	July 1, 1885	.....	.....	.....	.....	.....	2	60 0	9	.....	27	
	July 1, 1885	11 33.83	.....	.....	.....	.....	1	50 0	9	.....	26	
	July 1, 1885	.....	.....	.....	.....	.....	1	49 5	9	4	12	
	July 1, 1885	.....	.....	.....	.....	.....	1	60 0	9	.....	25	
	July 1, 1885	.....	.....	.....	.....	.....	1	49 5	9	.....	25	

report show the number and dimensions of cars on each train upon each contract route.

²⁰ Clerks are detailed as follows: 1 as chief clerk, Grand Central Depot, New York; 1 as chief clerk, Chicago, Ill.; 2 in the office of chief clerk, R. M. S., Syracuse, N. Y.; 2 as transfer clerks, Union Depot, Cleveland, Ohio; 1 as transfer clerk, N. Y. P. & O. depot, Cleveland, Ohio; 2 as transfer clerks, Toledo, Ohio; 1 as register transfer clerk, Toledo, Ohio; 1 as transfer clerk, Elkhart, Ind.; 1 to label room, Union Depot, Cleveland, Ohio; 3 to R. M. S. printing office, Cleveland, Ohio; 7 to office of superintendent R. M. S., Cleveland, Ohio; 6 to Cleveland and Toledo R. P. O.; 8 to Toledo and Chicago R. P. O.; and 4 to office of general superintendent R. M. S., Washington, D. C.

²¹ One clerk detailed to this line from Detroit and Toledo R. P. O.

²² Two cars on each train.

²³ Six clerks assigned as helpers on train 21, outward, between New York and Fonda, N. Y., 185.94 miles.

²⁴ Two clerks assigned as helpers on train 21 outward and 12 inward, between Utica and Buffalo, N. Y., 208.50 miles.

²⁵ Two clerks assigned as helpers on train 23 outward, and 16 inward, between Albany and Syracuse, N. Y., 147.50 miles.

²⁶ Four clerks assigned as helpers on train 11, outward, and train 2, inward, between Albany and Syracuse, N. Y., 147.50 miles.

²⁷ Two clerks assigned as helpers on train 11, outward, between New York and Albany, N. Y., 142.63 miles.

²⁸ Two clerks assigned as helpers on train 11 outward and 18 inward, between Albany and Syracuse, N. Y., 147.50 miles.

TABLE A^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.	Miles of route for which railroad is paid.
Syracuse, N. Y., and Cleveland, Ohio.—Middle Division.	9	Miles. 336.26	Syracuse, Buffalo, N. Y. (N. Y. C. & H. R.).	6011 (part)	152.40
			Buffalo, N. Y., Cleveland, Ohio, (L. S. & M. S.).	*21095 (part)	183.20
Cleveland, Ohio, and Chicago, Ill.—West Division.	9	*356.61	Cleveland, Ohio, Chicago, Ill. (L. S. & M. S.).	*21095 (part)	356.80
			Elyria, Millbury, Ohio (L. S. & M. S.).....	*21007	74.90
			Toledo, Ohio, Elkhart, Ind. (L. S. & M. S.).	*21045	132.80
New York, N. Y., Dover, N. J., and Easton, Pa. <i>New York and Dunkirk, N. Y.</i>	2	86.87 461.38	Hoboken, N. J., Easton, Pa. (D., L. and W.)	7013	84.24
			<i>New York, N. Y., Dunkirk, N. Y. (N. Y., L. E. and W.)</i>	6001	459.66
New York and Elmira, N. Y....	2	303.58	Waverly, N. Y., Elmira, N. Y. (N. Y., L. E. and W.).	6001 (part)	(*)
			Waverly, N. Y., Easton, Pa. (Lehigh Valley).	8010	205.57
			Metuchen, N. J., Easton, Pa. (Lehigh Valley).	7018	54.20
			New York, N. Y., Metuchen, N. J. (Penn'a).	7004 (part)	(*)

¹ Two cars on each train.² Two clerks assigned as helpers on trains 21 outward and 12 inward, between Utica and Buffalo, N. Y., 208.50 miles.³ Four clerks assigned as helpers on train 11 outward and 8 inward between Syracuse, N. Y., and Cleveland, Ohio, 336.26 miles.⁴ Routes 21095, 21007, and 21045 constitute the main line of the Lake Shore & Michigan Southern Railway, between Buffalo, N. Y., and Chicago, Ill.⁵ Shown on route 6011, Middle Division.⁶ Four clerks assigned as helpers on train 1 outward and 8 inward, between Buffalo, N. Y., and Cleveland, Ohio, 183.73 miles.⁷ Two clerks assigned as helpers on train 3 outward and 12 inward, between Buffalo, N. Y., and Cleveland, Ohio, 183.73 miles.⁸ Four clerks assigned as helpers on train 11, outward and 8 inward, between Buffalo, N. Y., and Toledo, Ohio, 303.58 miles.⁹ 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.¹⁰ Three clerks assigned as helpers on train 1 outward and 2 inward, between Toledo, Ohio, and Chicago, Ill., 235.10 miles.¹¹ Two clerks assigned as helpers on train 3 outward and 2 inward, between Cleveland and Toledo, Ohio, 112.80 miles.¹² Two clerks assigned as helpers on train 3 outward and 3 inward, between Cleveland and Wauseon, Ohio, 146 miles.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).				Train No. inward.	Av'g speed (miles).	Length.	Width.		
Lbs.							<i>Ft.</i>	<i>In.</i>	<i>Ft.</i>	<i>In.</i>		
99,901	July 1, 1885	21 27.04	12 34.04	7	245,470	168.13	14	60 0	9	9	4	77
		23 37.43	2 32.82	6	210,409	144.17	1	60 0	9	9	4	8
		11 35.11					1	60 0	9	9		
			16 36.64	7	215,470	168.13	1	50 0	9	9	(2)	
69,142	July 1, 1885	1 40.66	12 34.85	7	(5)		1	49 5	9	9	4	8
		3 32.29	2 33.27	6	(5)		2	60 0	9	9	(6)	
		11 39.21					14	60 0	9	9	(7)	
			8 30.92	7	(5)		2	60 0	9	9	(7)	
							1	50 0	9	9	(9)	
							1	49 5	9	9	(9)	
							1	60 0	9	9	(7)	
69,142	July 1, 1885	1 35.65	12 24.04	7	257,146	176.12	1	60 0	9	9	4	105
		3 26.23	2 27.08	6	217,785	149.15	14	60 0	9	9	4	1106
		11 31.93					2	60 0	9	9	(12)	
			8 27.56	7	255,540	175.03	1	50 0	9	9	4	89
							1	49 5	9	9		
							1	60 0	9	9		
							1	49 5	9	9		
							1	60 0	9	9		
32,042	July 1, 1885	(13)	8 28.26	(14)	(15)		1	50 0	9	9	14	
							1	49 5	9	9		
							1	60 0	9	9		
							1	49 5	9	9		
							1	60 0	9	9		
							1	49 5	9	9		
							1	60 0	9	9		
							1	49 5	9	9		
30,210	July 1, 1885	1 40.14	(16)	(17)	(18)		14	60 0	9	9	15	(19)
		3 28.16	2 30.29	6	(16)		1	60 0	9	9		10 12
		(15)	8 30.87	(18)	(15)		1	60 0	9	9	15	
							1	50 0	9	9		
							1	49 5	9	9		
3,229	July 1, 1885	13 23.50	14 22.97	6	54,381	107.80	1	12 0	8 10	8 10	3	1 183
							1	12 0	8 4	8 4		
12,297	July 1, 1885	209 29.44	208 31.67	6	208,226	158.80	2	50 0	9 0	9 0	4	3 2148
		23 27.03	21 28.96	7	336,807		2	50 0	9 0	9 0	4	3
							193	50 0	9 0	9 0	232	3
12,297	July 1, 1885	2 38.97	5 30.06	6	190,041	151.79	12	20 0	10 0	10 0	4	1 257
							190	20 0	10 0	10 0		
3,459	July 1, 1885	2 28.15	5 26.63	5			(26)				(26)	
2,958	July 1, 1885	2 41.16	5 42.22	6			(26)				(26)	
136,401	July 1, 1885	2 27.10	5 31.44	6			(26)				(26)	

¹³ The opposite train (11) runs outward on route 21095 from Cleveland, Ohio, to Chicago, Ill., 356.60 miles.
¹⁴ Seven trips inward.
¹⁵ Shown on route 21093, West Division.
¹⁶ The opposite train (12) runs inward on route 21095 from Elkhart, Ind., to Toledo, Ohio, 142.70 miles.
¹⁷ Seven trips outward.
¹⁸ One clerk runs on New York and Hackettstown R. P. O. and is relieved every third week by a clerk from this line.
¹⁹ In reserve.
²⁰ Crews on trains 9 and 8 run daily, except Sunday, between New York and Hornellsville—distance 332.63 miles.
²¹ 3 helpers Hornellsville to Binghamton; 4 helpers Hornellsville to Susquehanna; two clerks Port Jervis and New York R. P. O.; one chief

clerk at Buffalo, N. Y.; 4 clerks detailed to superintendent's office, New York; 4 clerks detailed as transfer clerks—1 at Jersey City, N. J.; 1 at Binghamton, 1 at Elmira, and 1 at Dunkirk, N. Y.
²² Crews on trains 3 and 12 perform service daily between New York and Hornellsville—distance 332.63 miles—where Western Division clerks, Hornellsville to Dunkirk.
²³ On Western Division, Hornellsville to Dunkirk.
²⁴ 17.54 miles covered by New York and Dunkirk R. P. O.
²⁵ 1 helper Elmira to Laceyville; one clerk Elmira and Wilkos Barro R. P. O. (short run); 1 clerk detailed as transfer clerk at Easton, Pa.
²⁶ Cars and clerks shown on route No. 6001.
²⁷ 26.20 miles covered by New York and Washington R. P. O.

TABLE A^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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
New York, N. Y., and Hackettstown, N. J. ¹	2	62.79	New York, N. Y., Hackettstown, N. J. (D., L. and W.).	7013 (part)	(³)
New York, N. Y., and Philadelphia, Pa. ²	2	91.82	New York, N. Y., Philadelphia, Pa. (Penn'a).	7004 (part)	(⁴)
<i>New York, N. Y., and Pittsburgh, Pa.</i>	2	443.20	New York, N. Y., Philadelphia, Pa. (Penn'a).	7004 (part)	(¹¹)
			Philadelphia, Pa., Pittsburgh, Pa. (Penn'a).	8001	352.90
New York, N. Y., and Point Pleasant, N. J.	2	60.64	New York, N. Y., Elizabethport, N. J. (N. Y. and L. B.).	7001 (part)	(¹⁰)
			Elizabethport, Point Pleasant, N. J. (N. Y. and L. B.).	7003 (part)	49.19
New York and Saint George, N. Y.	2	5.90	New York, Saint George, N. Y. (S. I. R. T. Co.).	8002 (part)	5.90
New York, N. Y., Somerville, N. J., and Easton, Pa.	2	75.00	New York, N. Y., Easton, Pa. (N. J. Cent.).	7001	73.94
<i>New York, N. Y., and Washington, D. C.</i>	2	227.85	New York, N. Y., Philadelphia, Pa. (Penna.)	7004	90.89
			Philadelphia, Pa., Bay View, Md. (P. W. and B.).	10001	91.80
			Bay View, Md., Washington, D. C. (Balto. and Potomac).	10013	45.40

¹ Short run New York, Dover and Easton R. P. O.² 80.20 miles covered by New York, Dover and Easton R. P. O.³ Clerk appointed to New York, Dover and Easton R. P. O., and is accounted for on that line.⁴ Short run New York and Pittsburgh R. P. O.⁵ 90.60 miles covered by New York and Washington R. P. O.⁶ Service performed in New York and Washington R. P. O.⁷ Double daily service except Sunday.⁸ Clerks accounted for in New York and Pittsburgh R. P. O.⁹ In reserve.¹⁰ 90.65 miles covered by New York and Washington R. P. O.¹¹ Train 27 changes to 13 at Philadelphia, Pa.¹² Crews run as follows: On train 27, 6 crews of 8 each, through to Pittsburgh, and return on train 8 to Harrisburg, where they lie over till next day and bring to New York train 4, with 3 clerks, and train 6, with 5 clerks; on train 7, 6 crews of 13 each, through to Pittsburgh, and

return on train 10, 5 clerks, train 4, 2 men, train 6, 6 men, to Harrisburg, where they lie over till next day and bring in to New York train 8, with 8 men, and train 10, with 5 men. The total equipment of this line from New York, N. Y., to Saint Louis, Mo. is as follows: Penn'a R. R., 17 cars 60 feet by 8 ft. 7 in., 3 cars, 40 feet by 8 ft. 7 in.; P. C. and St. L. R. R., 4 cars 60 feet by 8 feet 7 in.; St. L. and Pitts. R. R., 4 cars 60 feet by 8 ft. 7 in., 3 cars, 40 feet by 8 ft. 7 in.; Little Miami R. R., 2 cars, 60 feet by 8 ft. 7 in.; Vandalia Line, 4 cars 60 feet by 8 ft. 7 in., 2 cars 40 feet by 8 ft. 7 in.

¹² 2 helpers on trains 3 and 4; 1 chief clerk of line; 1 clerk detailed to general superintendent's office; 2 clerks detailed to superintendent's office; New York; 2 clerks detailed to chief clerk's office, Harrisburg, Pa.; 1 clerk, dormitory at Harrisburg, Pa.; 1 clerk, dormitory Philadelphia, Pa.; 6 clerks detailed as transfer clerks at Philadelphia, Pa.; 1 clerk detailed as transfer clerk at Lancaster, Pa.; 4 clerks detailed as transfer clerks at Harrisburg, Pa.;

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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 (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i> 3,220	July 1, 1885	17 22 43	22 23.30	6	39,307	83.72	1		<i>Pt. In.</i> 11 5	<i>Pt. In.</i> 8 10	(7)	(7)	(7)	
136,401	July 1, 1885	615 34.40 99 31.42	74 38.82 34 36.24	6 6	757,479 57,479	122.42	1		12 0 15 0 15 0	8 11 8 7 1/2 8 7 1/2	2 1 1	1	(7)	
136,401	July 1, 1885	1027 38.82 147 35.07	8 38.01	7 7	323,536 323,536	190.30	2 2 3		60 0 60 0 60 0	8 7 8 7 8 7	6 6 6	178	12164	
91,679	July 1, 1885	1113 26.13 147 31.36	10 36.24 10 36.24 6 38.82 8 35.50	7 3 31 34	118,722 161,708		1		60 0 60 0 60 0	8 7 8 7 8 7	6 6 6	113		
		173 25.98	10 29 4 29.32 6 35.58	7 3 34	77,937		1		15 0 15 0 15 0	8 6 8 6 8 6	2 2 2	1		
		1814 28.28	10 29 4 29.32 6 35.58	3 3 3	41,316		1		15 0 15 0 15 0	8 6 8 6 8 6	2 2 2	1		
3,412	July 1, 1885	302 19.87 306 21.19 318 22.71	313 21.19 317 22.71 307 23.44	6 6 6	37,961 37,881 37,981	121.28	1		26 8 16 0 16 7	8 10 7 0 7 0	1 1 1	1	214	
4,999	July 1, 1885	302 18.67 306 23.66 318 25.34	313 26.82 317 25.22 307 26.82	6 6 6			1		26 8 16 0 16 7	8 10 7 0 7 0	1 1 1	1		
1,403	July 1, 1886	107 12 121 12 139 12	114 12 125 12 144 12	6 6 6	3,693 3,693 3,693	47.20	1		6 0 6 0 6 0	7 0 7 0 7 0	1	1	1	
3,412	July 1, 1885	151 12 2 20.09 14 26.09	156 12 5 27.72 15 26.09	6 6 6	3,693 47,006 47,006	100.12	1		6 0 15 0 15 0	7 0 7 0 7 0	2 1 1	3		
136,401	July 1, 1885	27 39.86 29 15 34.51 21 24.69	214 34.35 40 33.04 58 30.50	6 6 7	154,482 154,482 166,310	113.92	2		60 0 60 0 60 0	8 7 8 7 8 7	4 4 4	3	207	
58,491	July 1, 1885	27 33.99 15 43.37 23 25.22	14 39.34 40 27.95 58 23.61	6 6 7			1		60 0 60 0 60 0	8 7 8 7 8 7	4 4 4	3	207	
57,708	July 1, 1885	27 37.31 15 45.37 21 23.68	14 34.36 40 34.02 58 25.93	6 6 7			1		60 0 60 0 60 0	8 7 8 7 8 7	4 4 4	3	207	

4 clerks detailed as transfer clerks at Pittsburgh, Pa.; 6 clerks, Philadelphia and Harrisburg R. P. O.; 3 clerks, New York and Philadelphia R. P. O.

¹⁴ On Sundays leaves New York, as train No. 9, 40 minutes earlier, and runs to Philadelphia. West of Philadelphia runs as train No. 7.

¹⁵ Train 4 leaves Pittsburgh on Sunday, but does not carry an R. P. O. except when train 6 misses connection.

¹⁶ Cars and clerks shown on route 7034.

¹⁷ Performs service between Harrisburg and Pittsburgh only.

¹⁸ Performs service between Harrisburg and Altoona only.

¹⁹ In use west of Pittsburgh.

²⁰ 10.60 miles covered by New York, Somerville, and Easton R. P. O.

²¹ One helper, and one additional clerk.

²² Triple daily service except Sunday.

²³ 1.00 miles covered by closed-pouch service. (See Table C.)

²⁴ Cars and clerks shown on route, No. 7001.

²⁵ 3.88 miles covered by closed-pouch service. (See Table C.)

²⁶ This service is by steambot, fitted with mail apartments, between New York and Saint George.

²⁷ Double daily service except Sunday.

²⁸ Clerks run two weeks on and one off.

²⁹ Trains 14 and 15 do not run Sundays.

³⁰ One helper on train 27, 1 chief clerk of line, 1 chief clerk detailed as chief examiner, superintendent's office, New York; 1 chief clerk in superintendent's office, New York; 3 clerks detailed to general superintendent's office, 4 clerks detailed to superintendent's office, New York; 1 clerk detailed as dispatcher lobby N. Y. P. O., 7 clerks detailed as transfer clerks, Jersey City, N. J.

³¹ One clerk from each crew detailed to run north on train No. 78, in baggage car, and work New York City mail.

³² Cars and clerks shown on route 7004.

TABLE A^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 southwest (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Nineveh, N. Y., and Carbondale, Pa.	2	57.56	Nineveh, N. Y., Jefferson Junction, Pa. (D. and H. C. Co.). Jefferson Junction, Carbondale, Pa., (N. Y., L. E. and W.).	6051 8064 (part)	21.70 75.71
Nordmont and Hartley Hall, Pa.	2	25.53	Nordmont, Hartley Hall, Pa. (Wmspt. and No. Branch).	8110	25.53
Norfolk and Columbus, Nebr.	6	50.64	Norfolk, Columbus, Nebr. (Om., Nio. and B. Hills).	34012	50.68
Norfolk, Va., and Edenton, N. C.	3	75.25	Norfolk, Va., Edenton, N. C. (Norfolk Southern).	11026	75.07
Norfolk and Lynchburgh, Va.	3	205.22	Norfolk, Petersburg, Va. (Norfolk and Western). Petersburgh, Lynchburgh, Va. (Norfolk and Western).	11011 11012	82.18 123.70
Norfolk, Newport News, and Richmond, Va.	3	91.32	Norfolk, Richmond, Va. (New. News & Miss. Valley R. R. & O. D. S. B. Co.).	11005 (part)	901.31
Norfolk, Va., and Raleigh, N. C.	3	179.02	Portsmouth, Va., Weldon, N. C. (Seaboard and Roanoke). Raleigh, Weldon, N. C. (Raleigh and Gaston).	11015 13001	78.98 97.78
North Adams and Pittsfield, Mass.	1	21.43	North Adams, Pittsfield, Mass. (Boston and Alb.).	3029	21.41
No. Anson and Portland, Me. . . .	1	104.17	No. Anson, Oakland, Me. (Somerset) Oakland, Portland, Me. (Me. Cent.).	18 75 (part)	25.77 (⁹)
No. Conway, N. H., and Boston, Mass.	1	139.37	No. Conway, N. H., Conway Jct. (n. o.) (Bos. and Maine). Conway, Jct. (n. o.), Boston, Mass. (Bos., Maine.)	1914 103001 (part)	71.81 (¹¹)
North Creek and Saratoga, N. Y.	2	58.25	North Creek, Saratoga, N. Y. (Adirondack).	6095	58.72
North Fair Haven, N. Y., and Sayre, Pa.	2	117.53 ¹² 86.74	North Fair Haven, N. Y., and Sayre, Pa. (Lehigh Valley.)	6084	118.11
North Judson, Ind., and Streator, Ill.	6	119.20	North Judson, Ind., Streator, Ill. (Ind., Ills., and Iowa).	23082	110.50
North Springfield and Chadwick, Mo.	7	34.79	North Springfield, Chadwick, Mo. (St. L. and S. F.).	28053	34.79
Northville and Fonda, N. Y.	2	26.79	Northville, Fonda, N. Y. (Fonda, Johns, and Glovers).	6081	27.03
Norwood and Rome, N. Y.	2	116.92	Norwood, De Kalb Junction, N. Y. (R. W. and O.). De Kalb Junction, Rome, N. Y. (R. W. and O.).	6110 6046 (part)	25.48 ¹⁰ 122.72
Nyack and New York, N. Y.	2	30.35	Nyack, New York, N. Y. (Northern of N. J.).	7017	28.59
Oakes, Dak., and Hawarden, Iowa.	6	263.60	Oakes, Columbia, Dak. (Chi. & No. West.). Columbia, Huron, Dak. (Chi. & No. West.). Huron, Iroquois, Dak. (Chi. & No. West.).	35023 35010 26031 (part)	39.30 97.26 ¹⁰
Oconto and Clintonville, Wis. . . .	6	56.75	Iroquois, Dak., Hawarden, Iowa. (Chi. and No. West.)	27070 (part)	¹⁰ 126.37
Ogden and Salt Lake, Utah	8	38.73	Oconto, Clintonville, Wis. (Mil., L. S. and West.).	25058	56.75
			Ogden, Salt Lake, Utah (Utah Central R. R.).	214001 (part)	37.50

¹ In reserve.² 3.80 miles covered by closed-pouch service. (See Table C.)³ Cars and clerks shown on route No. 6031.⁴ Whole car.⁵ In reserve.⁶ 12 miles of this service, Newport News to Norfolk, Va., performed by steamboat.⁷ Balance of route covered by Skowhegan and Portland R. P. O., 25.13 miles.⁸ Covered by Skowhegan and Portland R. P. O., 77.80 miles.⁹ Shown in column 9, Skowhegan and Portland R. P. O. These clerks run between Oakland and Portland, and with Skowhegan and Portland clerks as assistants.¹⁰ Balance of route covered by Bangor and Boston R. P. O., 41.93 miles.¹¹ Covered by Bangor and Boston R. P. O., 67.40 miles.¹² Reserve car, Bangor and Boston, short run to September 30, 1896; North Conway and Portsmouth to September 30, 1886; North Conway

in the United States on June 30, 1887—Continued.

Average weight of mail wholesale distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of clerks to crew.	Number of clerks ap- pointed to line.	
		Train No. outward.	Average speed (miles).					Train No. inward.	Average speed (miles).			Length.	Width.
259	July 1, 1885	2 27.71	1 28.30	0	36,033	115.12	1	<i>Ft. In.</i> 10 0 8 11	<i>Ft. In.</i> 8 6 6 7	1	1	1
231	July 1, 1885	2 25.81	1 28.30	0	-----	-----	(¹¹)	-----	-----	(¹²)	-----	-----
3,450	July 1, 1885	1 15.15	6 15.75	0	10,608	53.00	1	10 0	8 6	1	1	1
400	July 1, 1886	6 27.64	6 27.64	0	31,700	101.28	4 ¹	50 8	9 3	1	1	1
745	July 1, 1885	2 21.14	1 21.14	6	47,107	75.25	5 ²	12 0	6 9	2	1	2
1,236	July 1, 1885	3 23.58	2 30.37	7	140,811	102.61	1	19 8 15 0	9 5 8 2	4	1	4
857	July 1, 1885	3 31.03	2 24.60	-----	-----	-----	-----	-----	-----	-----	-----	-----
1,781	July 1, 1885	1 24.54	6 25.11	6	57,166	91.32	1	21 8	8 9	2	3	2
957	July 1, 1885	4 8 18.80	4 7 24.18	0	112,067	119.84	2	12 2 12 2	8 6 8 9	1	1	3
1,360	July 1, 1884	4 8 24.24	4 7 24.24	-----	-----	-----	1	11 5	8 8	-----	-----	-----
985	July 1, 1885	4 8 25.12	4 8 25.12	6	13,415	85.72	1	9 6	6 0	1	1	1
388	July 1, 1885	4 8 25.12	4 8 25.12	0	13,415	-----	-----	-----	-----	-----	-----	-----
1,521	July 1, 1885	2 25	1 23.80	0	65,210	104.17	1	14 0	6 10	2	1	2
1,052	July 1, 1885	4 4 21.51	9 21.51	6	87,324	120.38	2	10 6	8 6	3	2	6
23,400	July 1, 1885	4 8 24.90	5 7 23.62	0	1,321	-----	(¹¹)	24 6	8 11	-----	-----	-----
808	July 1, 1885	4 8 25.32	5 7 21	0	36,464	116.50	1	12 0	6 6	1	1	1
754	July 1, 1885	15 23.62	8 23	0	73,574	136.18	1	12 1	6 9	2	1	3
193	July 1, 1887	17 13.75	12 26.46	0	54,290	-----	1	11 3	6 3	1	1	-----
219	July 1, 1887	1 12.28	2 11.05	6	68,985	110.20	1	13 8	6 9	2	1	2
783	July 1, 1885	4 3 11	4 4 11	7	25,307	69.58	(¹¹)	15 0 14 2	7 4 6 11	-----	-----	-----
1,073	July 1, 1885	1 17.82	2 19.53	6	1616,771	107.16	1	8 6	6 0	1	1	1
2,258	July 1, 1885	5 20.79	6 21.06	0	16,771	-----	1	9 7	7 0	-----	-----	-----
508	July 1, 1885	6 25.48	1 25.48	6	91,372	146.44	1	13 9	8 7	3	1	3
1,158	Feb. 10, 1887	6 25.83	1 23.37	0	-----	-----	(¹⁷)	24 6 20 0	7 2 6 2	(¹⁷)	-----	-----
749	July 1, 1886	202 20.17	205 18.05	6	1818,999	121.40	1	9 0	7 0	1	1	1
2,327	July 1, 1887	216 19.71	215 19.05	6	18,999	-----	1	7 0	6 9	-----	-----	-----
1,673	July 1, 1887	22 27.74	21 27.74	7	190,238	130.30	1	9 6	6 9	4	1	4
286	July 1, 1887	22 28.33	21 28.33	-----	-----	-----	1	24 0	9 3	-----	-----	-----
21,862	July 1, 1886	42 27.15	41 27.15	-----	-----	-----	1	15 6	7 7	-----	-----	-----
1,158	July 1, 1887	42 22.98	41 23.59	-----	-----	-----	1	16 0	7 6	-----	-----	-----
286	July 1, 1887	24 25.22	25 12.85	6	35,525	113.50	1	14 0	7 8	1	1	1
21,862	July 1, 1886	1 25	2 25	7	28,272	77.40	1	14 2	8 8	1	1	1

and Boston from October 1, 1886. Double service between Wolfborough Jct., and Portsmouth, from June 13, 1887.

¹² Short run between Auburn, N. Y., and Sayre, Pa., 40 miles.

¹³ Mail distributed in baggage car.

¹⁴ Double daily service except Sunday.

¹⁵ 18.55 miles covered by closed pouch service. (See Table C.)

¹⁷ Cars and clerks shown on route 6110.

¹⁶ Double daily service except Sunday.

¹⁸ Distance (18.10 miles) covered by Tracy, Minn., and Pierre, Dak., R. P. O.

¹⁹ Balance of route (145.06 miles) covered by Tama and Hawarden, Iowa, R. P. O.

²⁰ Balance of route 41001 covered by Salt Lake and Juab, R. P. O.; balance of route, 139.15 miles, covered by closed-pouch service. (See Table C, Juab and Frisco.)

TABLE A².—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 southwest (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>Ogden, Utah, and San Francisco, Cal.</i>	8	834.65	Ogden, Utah, San Francisco, Cal. (Central Pac.).	40001	834.17
Ogdensburg and Utica, N. Y.	2	134.78	Ogdensburg, Carthage, N. Y. (R. W. and O.).	6088	60.77
			Carthage, Utica, N. Y. (R. W. and O.)	6087	(²)
Oil City, Pa., and Ashtabula, Ohio. ⁷	9	88.10	Oil City, Pa., Ashtabula, Ohio (L. S. and M. S.).	8045	88.46
Olathe, Kans., and Ash Grove, Mo.	7	155.83	Olathe, Kans., Raymore Junction (n. o.), Mo. (K. C. C. and S.).	28016	26.54
			Raymore Junction (n. o.), Ash Grove, Mo. (K. C. C. and S.).	28056	129.29
Omaha, Nebr., and Atchison, Kans.	7	166.42	Omaha, Nebr., Atchison, Kans. (Mo. Pac.).	33040	166.42
<i>Omaha and McCook, Nebr.</i>	6	284.70	Omaha, Ashland, Nebr. (B. and M. R. in Nebr.).	34038	31.20
			Ashland, Hastings, Nebr. (B. and M. R. in Nebr.).	34002	121.98
			Hastings, McCook, Nebr. (B. and M. R. in Nebr.).	34003	132.07
Omaha, Nebr., and Marysville, Kans.	6	171.90	Omaha, Valley, Nebr. (Union Pac.)	34001	(²)
			Valley, Valparaiso, Nebr. (Union Pac.)	34008	107.62
			Valparaiso, Lincoln, Nebr. (Om. and Rep. Vall.).	34014	29.59
			Lincoln, Nebr., Marysville, Kans. (Om. and Rep. Vall.).	34013	78.48
<i>Omaha, Nebr., and Ogden, Utah</i>	6	1,035.30	U. P. Transfer, Iowa, Ogden City, Utah (Union Pac.).	340011	1,034.34
Oneida and New York, N. Y.	2	270.33	Oneida, Cornwall Station, N. Y. (N. Y., O. and W.).	6048	1216.30
			Cornwall Station, New York, N. Y. (West Shore).	6129	(¹⁷)
Ord and Grand Island, Nebr.	6	61.49	Ord, Grand Island, Nebr. (Union Pac.)	84015	62.44
Ortonville, Minn., and Mitchell, Dak.	6	237.06	Ortonville, Minn., Aberdeen, Dak. (Chic., Mil. & St. P.).	26016	109.01
			Aberdeen, Ashton, Dak. (Chic., Mil. and St. P.).	35012	92.72
			Ashton, Mitchell, Dak. (Chic., Mil. and St. P.).	35017	90.10
Osawatimie and McCracken, Kans. ²	7	287.78	Osawatimie, Ottawa, Kans. (Mo. Pac.)	33033	21.42
			Ottawa, Council Grove, Kans. (C. G., O. C. and O.).	33067	71.94
			Council Grove, Salina, Kans. (T., S. & W.).	33050	72.22
			Salina, McCracken, Kans. (Kans. & Colo.).	33070	126.25
Oshkosh and Milwaukee, Wis.	6	104.90	Oshkosh Ripon, Wis. (Chi., Mil. and St. P.).	25,008	20.99
			Ripon, Milwaukee, Wis. (Chi., Mil. and St. P.).	25,003	84.40
Oswego and Binghamton, N. Y.	2	115.50	Oswego, N. Y., and Syracuse, N. Y. (D., L. and W.).	6,064	35.62
			Syracuse, N. Y., and Binghamton, N. Y. (Syr., Bing. and N. Y.).	6,065	80.30
Oswego and Oneida, N. Y.	2	58.33	Oswego, N. Y., and Oneida, N. Y. (N. Y., O. and W.).	6,048	57.90

¹ 1 reserve car.
² 1 chief clerk at Ogden, Utah; 1 chief clerk at Los Angeles, Cal.; 1 chief clerk and 5 clerks detailed in superintendent's office; 1 transfer clerk at Oakland Pier, Cal.; 2 helpers at Ogden, Utah; average daily 175 miles; 4 city distributors; average daily 237.72 miles; 2 clerks assigned to Sacramento, Benicia, and San Francisco R. P. O., short run.
³ 1 helper, Utica and Castorland and return, and 1 clerk, Watertown and Utica R. P. O. (short run).
⁴ In reserve.
⁵ 74.34 miles covered by Watertown and Utica R. P. O.
⁶ Cars and clerks shown on route No. 6088.

⁷ In connection with Ashtabula and Youngstown R. P. O. gives double service between Andover and Ashtabula, Ohio (24.50 miles), daily except Sunday.
⁸ Balance of route (255.30 miles) covered by McCook, Nebr., and Denver, Colo., R. P. O.
⁹ Distance (34.80 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.
¹⁰ Balance of route (52.80 miles) covered by Valparaiso and Strongsburgh, Nebr., R. P. O.
¹¹ Omaha, Nebr., and Cheyenne, Wyo.
¹² 2 helpers west on train No. 3, Omaha to Gothenberg, 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.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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 (miles).	Train No. inward.					Average speed (miles).	Length.			Width.
Lbs. 21,862	July 1, 1886	120.54	220.80	7	609,294	163.93	17	55 11	9 5 3/4	10	2	37
1,438	July 1, 1885	209.27	201.23.85	6	84,372	151.14	1	20 0	6 2	2	1	34
2,964	July 1, 1885	206.22.30	201.22.00	6	-----	-----	(6)	20 0	6 2	(6)		
629	July 1, 1885	124.28	223.73	6	55,151	88.10	2	12 0	6 0	2	1	2
359	July 1, 1887	71.22	72.22	7	113,756	103.89	2	25 2	8 11 1/2	3	1	3
330	July 1, 1887	71.22	72.22	7	-----	-----						
1,285	July 1, 1886	4.24	3.24	7	121,487	110.95	2	20 5	7 5	3	1	3
5,377	Jan. 5, 1887	528.03	624.30	7	207,831	142.35	3	40 0	9 0	4	2	8
7,641	July 1, 1886	126.61	226.74	-----	-----	-----						
3,470	July 1, 1886	1.23	226.41	-----	-----	-----						
23,990	Apr. 1, 1884	324.56	427.84	7	125,553	114.66	1	25 11	8 10	3	1	3
646	July 1, 1886	41.30.00	42.30.09	-----	-----	-----	1	24 9	8 10			
1,009	July 1, 1886	41.24.71	42.24.71	-----	-----	-----						
682	July 1, 1886	41.20.93	42.20.93	-----	-----	-----						
27,325	July 1, 1886	122.58	222.38	7	755,769	172.16	6	60 4	8 11	16	3	141
		330.34	429.82	7	213,890	146.63	2	50 8	9 3	14	2	
						188.23	141	59 5	8 11	14 11	1	
							141	50 8	9 4			
529	July 1, 1885	225.94	125.95	6	169,227	135.16	2	15 4	7 4	4	1	4
1,403	July 1, 1885	229.20	125.95	6	-----	-----	(16)	15 4	7 4	(16)		
749	Mar. 30, 1887	80.12.49	85.13.14	6	38,436	122.80	1	17 3	6 10	1	1	1
2,377	July 1, 1887	323.78	223.78	7	174,054	118.53	1	23 1	9 4	4	1	4
938	July 1, 1886	323.05	226.17	-----	-----	-----	1	20 8	8 10			
1,551	July 1, 1886	326.82	227.46	-----	-----	-----	21	24 0	9 3			
200	July 1, 1886	117.20.50	118.18.50	7	210,079	143.89	2	20 5	7 5	4	1	4
539	Mar. 14, 1887	117.20.50	118.18.50	7	-----	-----	2	16 4	6 10			
549	Mar. 30, 1887	117.24	118.22	7	-----	-----						
		117.22	118.23	7	-----	-----						
1,153	July 1, 1887	220.99	125.15	6	65,667	104.00	1	26 0 1/2	9 3 1/2	2	1	2
1,565	July 1, 1887	226.65	125.32	-----	-----	-----						
2,428	July 1, 1885	436.52	330.52	6	2472,178	153.73	1	18....	6....	2	1	3
		230.52	730.52	6	72,178	-----	1	18....	6....	1	1	
1,880	July 1, 1885	434.41	333.22	6	-----	-----	(16)			(16)		
		225.35	731.08	6	-----	-----	(21)			(21)		
698	July 1, 1885	4227.13	4125.35	6	36,515	116.66	1	15 7	7 4	1	1	1
							1	15....	6 11			

¹³ Short run, Omaha to North Platte, Nebr.
¹⁴ Reserve.
¹⁵ Through run.
¹⁶ 57.90 miles covered by Oswego and Onida R. P. O.
¹⁷ 58.41 miles covered by Albany, Kingston, and New York, R. P. O.
¹⁸ Cars and clerks shown on route No. 6048.
¹⁹ Balance of route covered by Hastings and Cologne R. P. O. (56.51 miles), Minneapolis, Minn., and Fargo, Dak., R. P. O. (47.01 miles), and between Aberdeen and Boudle, Dak. (56.87 miles), by closed pouches. (See Table C.)

²⁰ Balance of route, Ellendale and Aberdeen, Dak. (37.58 miles), covered by closed pouches. (See Table C.)
²¹ Reserve. This line was reported last year as Millbank and Mitchell, Dak., R. P. O.; increased distance run this year, 11.14 miles.
²² New service; not reported last year.
²³ Balance of route, Ripon and Berlin, Wis. (18.08 miles) covered by closed pouches. (See Table C.)
²⁴ Double daily service except Sunday.
²⁵ Cars and clerks shown on route 6064.
²⁶ 216.30 miles covered by Onida and New York R. P. O.

TABLE A^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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Oswego and Suspension Bridge, N. Y. ¹	2	151.19	Oswego, N. Y., and Suspension Bridge, N. Y. (R. W. and O.).	6,028	(?)
Ottawa and Euporia, Kans. . . .	7	56.85	Ottawa, Euporia, Kans. (South. Kans.) . . .	33,041	56.85
Ottumwa, Iowa, and Moberly, Mo. ²	7	131.30	Ottumwa, Iowa, Moberly, Mo. (Wab. West-ern).	28,007	131.30
Owensborough and Russellville, Ky.	5	72.70	Owensborough, Russellville, Ky. (Owens- and Nash).	720,014	72.40
<i>Pacific Junction, Iowa, and McCook, Nebr.</i>	6	288.70	<i>Pacific Jct., Iowa, Plattsmouth, Nebr. (Chi. Batl. & Qcy).</i>	27,073	6.89
			<i>Plattsmouth, Ashland, Nebr. (B. and M.R. in Nebr.).</i>	34,039	31.37
			<i>Ashland, Hastings, Nebr. (B. and M. R. in Nebr.).</i>	34,002	(?)
			<i>Hastings, McCook, Nebr. (B. and M. R. in Nebr.).</i>	34,009	(16)
Paducah, Ky., and Memphis, Tenn.	5	167.26	Paducah, Ky., Memphis, Tenn. (Chesa., Ohio and So. West.).	1120,009	166.16
¹² Painesville and Warren, Ohio.	5	46.75	Painesville, Warren, Ohio (Paines. and Youngs.)	21,046	45.77
Palatka and Bartow, Fla.	4	195.80	Palatka, Rochelle, Fla. (Fla. So. Rwy.). . . .	16, 012	140.07
			Rochelle, Leesburgh, Fla. (Fla. So. Rwy.)	16, 014	1472.71
			Leesburgh, Pemberton's, Fla. (Fla. So. Rwy.)	16, 023	1630.19
			Pemberton's, Bartow, Fla. (Fla. So. Rwy.)	16, 024	57.82
Palestine and Laredo, Tex. ¹³ . . .	7	418.25	Palestine, Laredo, Tex. (I. and G. N.) . . .	1831007	415.80
Palmer, Mass., and New Lon- don, Conn.	1	65.30	Palmer, Mass., New London, Conn. (N. L. Northern).	202062	65.11
Parkersburgh, W. Va., and Cin- cinnati, O.	5	196.21	Parkersburgh, W. Va., Cincinnati, Ohio (Cin., Wash. and Balto.).	21028	(?)
Pasco Junction and Cle Elum, Wash. ¹⁴	8	152.21	Pasco Junc., Cle Elum, Wash. (North'n Pac. R. R.).	43011	152.21
Peninsula Junction, Md., and Cape Charles, Va.	2	73.50	Peninsula Junction, Md., and Cape Charles, Va. (N. Y., P. and N.).	10915	73.32
Penn Haven and Mount Carmel, Pa.	2	2046.15	Penn Haven, Pa., and Mount Carmel, Pa. (Lehigh Valley).	8011	46.89
		6.00	Park Place, Pa., and Mahanoy City, Pa. (Lehigh Valley).	81.8	3.27
Pentwater and Muskegon, Mich.	9	45.13	Pentwater, Muskegon, Mich. (C. and W. M.).	24052	45.13
Peoria, Ill., and Evansville, Ind.	6	250.10	Peoria, Ill., Evansville, Ind. (Peo., Dec. and Evans.).	23024	249.81
Peoria and Galesburgh, Ill. . . .	6	52.80	Peoria, Galesburgh, Ill. (Chi. Batl. and Qcy.)	223009	52.83
Peoria and Jacksonville, Ill. . . .	6	84.50	Peoria, Jacksonville, Ill. (Jack. and So. East.).	23038	84.53
Peoria, Ill., and Oskaloosa, Iowa	6	190.82	Peoria, Ill., Oskaloosa, Iowa (Central Iowa).	23068	190.82

¹ Short run of Richland and Niagara Falls R. P. O.
² 151.13 covered by Richland and Niagara Falls R. P. O.

³ In reserve.
⁴ Clerks shown on Richland and Niagara Falls R. P. O.

⁵ Double daily service.
⁶ Cars also run over Des Moines and Harvey, Iowa, R. P. O.

⁷ Balance of route covered by closed pouches, 13.50 miles. (See Table C.)
⁸ Two helpers between Pacific Junction, Iowa, and Hastings, Nebr.

⁹ Distance (121.98 miles) covered by Omaha and McCook, Nebr., R. P. O.

¹⁰ Distance (132.07 miles) covered by Omaha and McCook, Nebr., R. P. O.

¹¹ Balance of route covered by Louisville and Paducah R. P. O., 221.30 miles.
¹² For full equipment of line see Louisville and Paducah R. P. O. All cars running through between Louisville, Ky., and Memphis, Tenn.

¹³ Painesville and Youngstown R. P. O. curtailed to end at Warren, Ohio, November 2, 1886; decrease in distance, 16.66 miles.

¹⁴ 9.70 shown as Rochelle and Gainesville R.R. (See Table C.)

¹⁵ 13.60 shown as Astor and Leesburgh R. P. O.
¹⁶ 10.50 shown as Pemberton's and Brooksville R. (See Table C.)

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av. speed (miles).					Train No. inward.	Av. speed (miles).				Length.	Width.
Lbs. 1, 201	July 1, 1885	104 29.73	117 25.19	6	94,625	151.19	1	<i>Pt. In.</i> 11 3	<i>Pt. In.</i> 7	2	1	(²⁷)
243	July 1, 1886	61 11.50	62 11.50	6	35,588	113.70	4 ¹	12	7	1	1	1
2, 367	July 1, 1887	2 22.00	3 22.50	7	695,849	131.30	6 ²	12 0	7 7	2	2	4
472	July 1, 1884	8 24.00	7 25.00	7	668,49	131.30	1	19 0 ¹	9 2 ¹	1	1	1
8, 556	July 1, 1887	1 19.74	2 18.90	7	53,071	145.40	1	9 8	7 5	1	1	1
5, 800	Jan. 5, 1887	3 13.78	4 27.56	7	210,751	144.35	2	40 0	9 0	4	2	*10
7, 641	Jan. 5, 1887	3 19.81	4 22.14	.....	.....	.....	.....	.....	.....	.....	.....	.....
7, 641	July 1, 1886	3 20.00	4 21.84	.....	.....	.....	.....	.....	.....	.....	.....	.....
843	July 1, 1886	3 22.01	4 24.38	.....	.....	.....	.....	.....	.....	.....	.....	.....
948	July 1, 1884	7 23.55	8 22.43	7	122,100	² 111.51	.....	.....	.....	3	1	3
239	July 1, 1884	21 20.23	22 19.90	6	35,797	¹⁶ 93.50	1	11 5	6 8	1	1	1
333	July 1, 1884	1 20.00	2 20.00	6	122,571	130.86	2	16 9	7 7	3	1	3
1, 019	Feb. 15, 1886	1 20.00	2 20.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
706	Oct. 21, 1885	1 20.00	2 20.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
450	Feb. 23, 1887	10 19.00	20 20.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
2, 036	July 1, 1880	503 17.50	504 20.00	7	¹⁷ 191,786	131.30	2	23 0	9 5	4	1	7
		504 20.50	502 20.50	7	¹⁷ 113,537	103.60	1	21 0	9 6	3	1	
							1	23 0	9 14			
							¹⁹ 3	22 0	9 2			
1, 567	July 1, 1885	14 25.15	9 25.15	6	40,877	130.60	1	10 8	6 5	1	1	1
24, 538	July 1, 1884	5 29.22	6 22.74	6	122,827	98.10	2 ¹	11 4	6 7	4	1	(²⁷)
312	Mar. 30, 1887	1 13.23	2 13.23	6	95,283	152.21	2	16 4	9 4	2	1	2
1, 155	July 1, 1885	1 23.14	12 28.38	6	46,011	147.00	1	8 6 ¹	6 8 ¹	1	1	1
374	July 1, 1885	2 22.50	3 21.63	6	28,890	98.30	1	12 10	6 3	1	1	1
345	July 1, 1885	(²⁷) (²⁷)	3 19.62	6	3,750	.....	2 ¹	24 6	8 2	.....	.....	.....
443	July 1, 1884	22 16.50	27 18.21	6	28,251	90.26	1	13	8 10	1	1	1
801	July 1, 1887	2 22.54	1 22.88	6	150,562	125.05	3	19 9	9 0	4	1	4
1, 759	July 1, 1887	6 24.37	5 27.54	6	33,053	105.60	1	19 4 ¹	8 11 ¹	1	1	1
620	July 1, 1887	1 23.58	6 24.74	6	52,897	84.50	²⁰ 1	38 0	10 1	2	1	2
287	July 1, 1887	3 22.67	4 21.60	6	119,453	127.21	3	10 0	7 0	3	1	3

¹⁷ This line is divided at San Antonio, Tex., into two divisions, Palestine and San Antonio, Tex. (262.72 miles, trains 503 and 504), and San Antonio and Laredo, Tex. (155.53 miles, trains 501 and 502).

¹⁸ Denison and San Antonio, Tex., R. P. O. also runs over route 31007, between Taylor and San Antonio, Tex. (116 miles).

¹⁹ 2 cars in reserve.

²⁰ Balance of route covered by Brattleborough and Palmer R. P. O., 38.28 miles.

²¹ Reserve car.

²² Covered by Grafton and Cincinnati R. P. O., 195.15 miles.

²³ Clerks are appointed to Grafton and Cincinnati R. P. O., and are shown with that line. Run in mail apartment cars between Cincinnati,

Ohio, and Parkersburgh, W. Va., on east trips, and Parkersburgh and Chillicothe, Ohio, on west trips. On west trips act as helpers to Grafton and Cincinnati day line, Chillicothe to Cincinnati, Ohio. Second clerks on Grafton and Cincinnati day line act as helpers to this R. P. O., Cincinnati to Chillicothe, Ohio.

²⁴ 1 car in reserve.

²⁵ New R. P. O. service.

²⁶ On train No. 3 the R. P. O. runs in and out of Mahanoy City, a distance of 3 miles.

²⁷ Train 2 does not run via Mahanoy City.

²⁸ Balance of route, Galesburgh and Rio, Ill. (12.71 miles), covered by closed pouches. (See Table C.)

²⁹ Whole car.

TABLE A^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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Peterborough, N. H., and Worcester, Mass.	1	53.80	Peterborough, N. H., Winchendon, Mass. (Cheshire). Winchendon, Worcester, Mass. (Bos., Barre and Gard.).	3058 3057	16.88 37.67
Phalanx Station and Alliance, Ohio.	5	25.38	Phalanx Station, Alliance, Ohio (Lake E., All. and Sou.).	21067	26.10
Philadelphia, Pa., and Atlantic City, N. J.	2	60.76	Philadelphia, Pa., and Atlantic City, N. J. (Cam. and Atlantic).	7015	59.52
Philadelphia, Pa., and Baltimore, Md.	2	98.04	Philadelphia, Pa., and Bay View, Md. (P., W. and B.). Bay View, Md., and Baltimore, Md. (Balto. and Potomac).	10001 (part) 10013 (part)	(5) (9)
Philadelphia, Pa., and Cape May, N. J.	2	83.60	Philadelphia, Pa., and Cape May, N. J. (West Jersey).	7041	82.19
Philadelphia, Pa., and Crisfield, Md.	2	162.92	Philadelphia, Pa., and Wilmington, Del. (P., W. and B.). Wilmington, Del., and Delmar, Del. (P., W. and B.). Delmar, Del., and Crisfield, Md. (N. Y., P. and N.).	10001 (part) 9501 9502	(10) 97.12 38.23
Philadelphia, Pa., and Dover, Del. ¹²	2	75.23	Philadelphia, Pa., and Wilmington, Del. (P., W. and B.). Wilmington, Del., and Dover, Del. (P., W. and B.).	10901 (part) 9501 (part)	(12) (14)
Philadelphia and Harrisburg, Pa. ¹⁴	2	106.55	Philadelphia, Pa., and Harrisburg, Pa. (Penn.).	8001 (part)	(17)
Philadelphia, Pa., and Port Deposit, Md.	2	68.80	Philadelphia, Pa., and Wawa, Pa. (P., W. and B.). Wawa, Pa., and Port Deposit, Md. (P., W. and B.).	8093 (part) 8008 (part)	(19) 51.57
Philadelphia, Pa., and Port Norris, N. J.	2	59.14	Philadelphia, Pa., and Glassborough, N. J. (West Jersey). Glassborough, N. J., and Bridgeton, N. J. (West Jersey). Bridgeton, N. J., and Port Norris, N. J. (Cumb. and Maurice River).	7041 (part) 7051 7033	(20) 20.20 21.30
Philadelphia and West Chester, Pa.	2	28.50	Philadelphia, Pa., and West Chester, Pa. (P., W. and B.).	8003	27.81
Piedmont and Davis, W. Va...	3	56.22	Piedmont, Shaw, W. Va. (W. Va., Central and Pitts.). Shaw, Davis, W. Va. (W. Va., Central and Pitts.).	12007 (part) 12009	11.00 45.82
Pierce City, Mo., and Ft. Smith, Ark.	7	139.88	Pierce City, Mo., Ft. Smith, Ark. (St. L. and S. F.).	28039	139.88
Pierce City, Mo., and Vinita, Ind. Ter.	7	73.66	Pierce City, Mo., Vinita, Ind. Ter. (St. L. and S. F.).	28003 (part)	73.61
Pinckneyville and Marion, Ill.	6	52.82	Pinckneyville, Murphysborough, Ill. (St. L., A. and T. H.). Harrison Station (n. o.) Marion, Ill. (St. L., A. and T. H.).	23085 23045	23.21 27.20

¹ These cars are also used by Winchendon and Worcester R. P. O. (See column remarks, that line.)

² Reserve cars.

³ One car in reserve.

⁴ Double daily service except Sunday.

⁵ 91.80 miles covered by New York and Washington R. P. O.; 4.00 miles covered by New York and Washington R. P. O.

⁶ Service performed in New York and Washington R. P. O.

⁷ In reserve.

⁸ Cars and clerks shown on route No. 10001.

⁹ One clerk detailed as transfer clerk at Camden, N. J.

¹⁰ 26.60 miles covered by New York and Washington R. P. O.

¹¹ 1 clerk detailed as examiner, instructor, etc., at Philadelphia, Pa.; 1 clerk as helper, Philadelphia and Clayton; 1 clerk, Philadelphia and Dover R. P. O. (short run).

¹² Short run, Philadelphia and Crisfield R. P. O.

¹³ 26.60 miles covered by New York and Washington R. P. O.

in the United States on June 30, 1887.—Continued.

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.	Average miles run daily by crews.	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.	A ^v speed (miles).	Train No. inward.	A ^v speed (miles).					Length.	Width.			
Lbs. 203	July 1, 1885	35	11.03	500	13.71	6	33,678	107.60	1	16 0	6 6	1	1	1
1104	July 1, 1885	35	22.65	500	18.49	.....	.....	(¹)	1	19 7	7 1	.....	.....	.....
184	July 1, 1884	2	19.08	1	19.08	6	15,888	50.76	2	10 5	6 10	1	1	1
700	July 1, 1885	255	25.50	260	24.62	6	438,036	121.52	1	8 3	7 0	1	1	2
58491	July 1, 1885	427	39.33	24	23.50	6	61,373	98.04	1	7 1	6 11	2	1	2
57708	July 1, 1885	427	30.00	24	24.00	6	.....	.....	2	6 0	8 0	2	1	2
1025	July 1, 1885	5	31.81	20	32.87	6	452,334	167.20	7	20 0	8 6	.....	.....	.....
		11	28.33	8	29.00	6	52,334	.....	7	20 0	8 6	1	1	2
8401	July 1, 1885	1	27.72	12	26.80	6	101,988	108.62	7	20 0	8 0	.....	.....	.....
3711	July 1, 1885	1	20.48	12	29.13	6	.....	.....	7	8 0	6 2	.....	.....	.....
1534	July 1, 1885	1	19.17	12	16.98	6	.....	.....	7	20 0	7 10	.....	.....	.....
58491	July 1, 1885	39	28.71	24	24.36	6	47,088	150.44	7	20 0	8 4	.....	.....	.....
3711	July 1, 1885	30	24.07	22	22.92	6	.....	.....	7	20 0	8 0	.....	.....	.....
91679	July 1, 1885	77	35.96	14	30.78	6	466,700	106.55	7	.....	.....	.....	.....	.....
		71	32.56	70	31.56	6	65,700	.....	7	.....	.....	.....	.....	.....
1850	July 1, 1885	6	25.29	41	23.64	6	443,069	137.00	7	.....	.....	.....	.....	.....
		32	27.19	25	26.52	6	43,009	.....	7	.....	.....	.....	.....	.....
945	July 1, 1885	6	23.41	41	21.04	6	.....	.....	7	.....	.....	.....	.....	.....
		32	21.48	25	18.41	6	.....	.....	7	.....	.....	.....	.....	.....
1025	July 1, 1885	6	17.04	66	19.65	6	437,022	118.28	7	.....	.....	.....	.....	.....
		63	23.77	64	26.90	6	37,022	.....	7	.....	.....	.....	.....	.....
807	July 1, 1885	6	18.85	66	25.24	6	.....	.....	7	.....	.....	.....	.....	.....
		63	27.54	64	44.88	6	.....	.....	7	.....	.....	.....	.....	.....
240	July 1, 1885	6	16.38	66	12.16	6	.....	.....	7	.....	.....	.....	.....	.....
		63	10.38	64	14.19	6	.....	.....	7	.....	.....	.....	.....	.....
1850	July 1, 1885	8	19.62	19	21.12	6	(⁴)17,841	114.00	7	.....	.....	.....	.....	.....
		30	17.55	47	21.66	6	17,841	.....	7	.....	.....	.....	.....	.....
124	July 1, 1885	1	13.75	2	19.41	6	35,194	112.41	7	.....	.....	.....	.....	.....
89	Oct. 1, 1885	1	16.96	2	16.56	6	.....	.....	7	.....	.....	.....	.....	.....
1,430	July 1, 1887	17	23.32	18	23.32	7	102,112	139.88	7	.....	.....	.....	.....	.....
7,334	July 1, 1887	3	24.50	4	24.50	7	53,772	147.22	7	.....	.....	.....	.....	.....
193	July 1, 1887	23	33.21	24	22.10	6	33,665	105.64	7	.....	.....	.....	.....	.....
201	July 1, 1887	23	15.40	24	15.38	.....	.....	.....	7	.....	.....	.....	.....	.....

¹⁴ Clerk shown on Philadelphia and Crisfield R. P. O.¹⁵ 47.37 miles covered by Philadelphia and Crisfield R. P. O.¹⁶ Short run New York and Pittsburgh R. P. O.¹⁷ 105.20 miles covered by New York and Pittsburgh R. P. O.¹⁸ Clerks shown on New York and Pittsburgh R. P. O.¹⁹ 18.13 miles covered by Philadelphia and West Chester R. P. O.²⁰ 7.17 miles covered by closed-pouch service. (See Table C.)²¹ Cars and clerks shown on route No. 8003.²² 17.04 miles covered by Philadelphia and Cape May R. P. O.²³ Cars and clerks shown on route No. 7041.²⁴ Cars and clerks shown on trains 8 and 19.²⁵ Balance of route, 2.88 miles, covered by closed-pouch service. (See Table C.)²⁶ 287.20 miles of route 28003, between Saint Louis and Pieren City, Mo., covered by Saint Louis, Mo., and Halstead, Kans., R. P. O.

TABLE A^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.	Miles of route for which railroad is paid.
Pittsburgh, Pa., and Akron, O.	5	<i>Miles.</i> 136.31	Allegheny, New Castle Junction, Pa. (Pitts. and West). New Castle Junction, Mahoningtown, Pa. (Pitts. and Lake Erie). Mahoningtown, Pa., Akron, Ohio, (Pitts., Cleve. and Tol.).	8125 8123 (part) 21076	53.00 (⁹) 78.10
Pittsburgh, Pa., and Bellaire, O.	5	94.80	Pittsburgh, Pa., Bellaire, O. (Penn. Co.)	21003	94.80
<i>Pittsburgh, Pa., and Chicago, Ill.</i> ^b	5	188.95	Pittsburgh, Pa., Chicago, Ill. (Penn. Co.)	21002	188.70
<i>Eastern division</i> ^c		280.15			270.50
<i>Western division</i> ^d	5	313.74	Pittsburgh, Pa., Columbus, O. (Pitts., Cin. and St. Louis). Columbus, Cincinnati, Ohio (Pitts., Cin. and St. Louis).	21032 (part)	120.65
Pittsburgh, Pa., and Crestline, Ohio.	5	188.95	Pittsburgh, Pa., Crestline, Ohio (Penn. Co.)	21002 (part)	(¹⁴)
Pittsburgh and Fair Chance, Pa.	2	75.84	Southwest Junction, Pittsburgh, Pa. (Penna.). Southwest Junction, Fair Chance, Pa. (Penna.).	8001 (part) 8104 (part)	(¹⁵) 44.72
Pittsburgh and New Haven, Pa.	2	60.12	Pittsburgh, New Haven, Pa. (Pitts. and Lake Erie).	8159	50.51
<i>Pittsburgh, Pa., Saint Louis, Mo.</i> ^e	5	381.00	Pittsburgh, Pa., Columbus, Ohio (Pitts., Cin., and St. Louis).	21032	191.85
<i>Eastern Division</i>			Columbus, Ohio, Indianapolis, Ind. (Chic., St. Lou. and Pitts.).	21015	188.55
<i>Western Division</i>	5	240.72	Indianapolis, Terre Haute, Ind. (Terre Haute and Ind.). Terre Haute, Ind., East Saint Louis, Ill. (Terre Haute and Ind.).	22002 22044	74.39 168.60
Pittsburgh, Pa., Steubenville, Ohio, and Wheeling, W. Va.	5	60.04	Pittsburgh, Pa., Steubenville, Ohio (Pitts., Cin. and St. Louis). Wheeling Junction (n. o.), Wheeling, W. Va. (Pitts., Cin. and St. Louis).	21032 (part) 12005 (part)	(¹⁶) 24.00
Pittsburgh and Washington, Pa.	2	31.62	Pittsburgh, Mansfield Valley, Pa. (P., C. and St. L.). Mansfield Valley, Washington, Pa. (P., C. and St. L.).	21052 (part) 8055	(¹⁷) 22.90
Pittsburgh and West Brownsville, Pa.	2	54.34	Pittsburgh, West Brownsville (Penna.)	8081	54.42

¹ Balance of route, New Castle Junction to New Castle, Pa., 3.03 miles, covered by closed pouches. (See Table C.)

² One car in reserve.

³ Covered by Cleveland, Youngstown, and Pittsburgh R. P. O., .60 miles.

⁴ These clerks do no local work between Pittsburgh, Pa. and Wellsville, Ohio, running in cars of the Cleveland and Pittsburgh R. P. O. trains 35 and 38 in both directions as helpers.

⁵ This line is in two divisions, dividing at Crestline, Ohio.

⁶ 4 clerks and 2 helpers in apartment cars between Pittsburgh and Crestline, Ohio; helpers running between Pittsburgh and Orrville, Ohio, 124 miles; 4 clerks and 4 helpers in apartment cars between Crestline and Chicago, in cars running over whole line; 1 clerk detailed as chief clerk at Crestline, Ohio; 2 clerks detailed to transfer duty at Crestline, Ohio; 1 clerk detailed to transfer duty at Fort Wayne, Ind.; 1 clerk detailed to transfer duty at Mansfield, Ohio.

⁷ East division Pittsburgh, Pa., to Crestline, Ohio.

⁸ West division, Crestline, Ohio, to Chicago, Ill.

⁹ Cars on this line all run through between New York, Cincinnati, and Saint Louis, Mo. (See New York and Pittsburgh R. P. O. for full equipment of line in Second Division report.)

¹⁰ Covered by the Pittsburgh and Saint Louis R. P. O. 191.85 miles.

¹¹ Day line.

¹² 2 clerks in apartment cars between Columbus and Cincinnati; 4 clerks detailed to clerical duty in office superintendent Fifth Division; 2 clerks detailed as printers in office superintendent Fifth Division; 1 clerk detailed to transfer duty at Columbus, Ohio; 2 helpers running between Cincinnati and Newark, Ohio, working Cincinnati, Ohio, city mail on night line.

¹³ Night line. The day line of this R. P. O. runs west, and the day and night lines east, between Pittsburgh, Pa., and Columbus, Ohio, on same trains, but in separate cars, as the Pittsburgh and Saint Louis R. P. O.

¹⁴ Covered by Pittsburgh and Chicago R. P. O., 188.70 miles.

¹⁵ Clerks are appointed to the Pittsburgh and Chicago R. P. O. and are shown with that line; 2 helpers between Pittsburgh, Pa., and Orrville, Ohio, 124 miles.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	A ^v speed (miles).					Train No. inward.	A ^v speed (miles).				Length.	Width.
Lbs. 630	July 1, 1885	2 23.19	5 21.08	6	85, 830	130. 31	33	Pt. 19 0	Tr. 8 0	2	1	2
3, 575	July 1, 1885	2 18. 00	5 18. 00	6	.....	.....	.....	.....	.....	.....	.....	.....
431	Oct. 20, 1884	2 21. 01	5 19. 94	6	.....	.....	.....	.....	.....	.....	.....	.....
4, 986	July 1, 1884	35 22. 20	38 19. 06	6	59, 345	94. 80	1	19 8	8 10	2	1	42
23, 000	July 1, 1885	5 25. 23	10 24. 88	7	137, 934	125. 07	25	60 0	9 2	3	3	40
.....	.....	7 31. 94	10 27. 05	7	204, 510	140. 07	.....	.....	.....	.....	.....	.....
61, 656	July 1, 1884	7 35. 22	6 30. 19	7	239, 050	156. 87	25	60 0	8 7	114	4	1939
.....	.....	5 29. 06	2 30. 09	7	229, 030	.....	5	60 0	8 7	134	3	.....
20, 281	July 1, 1884	6 43. 73	6 32. 04	7	.....	.....	5	60 0	8 7	.....	.....	.....
.....	.....	5 25. 27	2 31. 34	7	.....	.....	5	60 0	8 7	.....	.....	.....
23, 000	July 1, 1885	7 22. 64	4 26. 64	6	118, 283	94. 47	7	2 20 0	9 2	4	1	(15)
91, 679	July 1, 1885	42 29. 62	47 26. 32	6	47, 470	151. 68	1	14 10	8 6	1	1	1
814	July 1, 1885	42 21. 63	47 21. 81	6	.....	.....	(17)	.....	.....	(17)	.....	.....
317	July 1, 1885	8 20. 40	9 22. 31	6	37, 635	120. 24	1	9 6	6 4	1	1	1
61, 656	July 1, 1884	7 35. 22	6 30. 19	7	278, 130	152. 40	192	60 0	8 7	.....	.....	.....
.....	.....	1 30. 99	2 30. 00	7	278, 130	.....	1	40 0	8 7	205	8	2144
.....	.....	2 26. 00	.....	7	.....	.....	2	60 0	8 7	205	6	.....
42, 547	July 1, 1884	7 36. 49	6 28. 28	7	.....	.....	2	60 0	8 7	.....	.....	.....
.....	.....	1 30. 90	8 29. 38	7	.....	.....	1	40 0	8 7	.....	.....	.....
.....	.....	2 26. 00	.....	7	.....	.....	2	60 0	8 7	.....	.....	.....
40, 874	July 1, 1884	7 37. 19	12 33. 01	7	175, 720	120. 36	2	60 0	8 7	214	6	.....
.....	.....	1 37. 19	8 35. 14	7	175, 720	.....	1	40 0	8 7	214	6	.....
.....	.....	2 26. 00	.....	7	.....	.....	2	60 0	8 7	.....	.....	.....
38, 301	July 1, 1884	7 37. 59	12 28. 58	7	.....	.....	2	60 0	8 7	.....	.....	.....
.....	.....	1 33. 67	8 33. 33	7	.....	.....	1	40 0	8 7	.....	.....	.....
.....	.....	2 26. 00	.....	7	.....	.....	2	60 0	8 7	.....	.....	.....
61, 656	July 1, 1884	13 19. 62	14 19. 25	6	43, 219	138. 08	1	19 0	9 0	1	1	1
782	July 1, 1885	6 5 24	6 2 24	6	.....	.....	.....	.....	.....	.....	.....	.....
61, 656	July 1, 1885	21 14. 56	22 14. 56	6	19, 794	126. 48	1	15 0	9 0	1	1	1
.....	.....	27 14. 56	32 14. 56	6	19, 794	.....	(17)	.....	.....	(17)	.....	.....
1, 179	May 1, 1884	21 24. 57	22 18. 31	6	.....	.....	(18)	.....	.....	(18)	.....	.....
.....	.....	27 19. 62	32 21. 14	6	.....	.....	(18)	.....	.....	(18)	.....	.....
923	July 1, 1885	4 18. 67	7 18. 63	6	34, 017	108. 68	1	15 0	8 8	1	1	1

¹⁶ 31.60 miles covered by New York and Pittsburgh R. P. O.
¹⁷ Car and clerk shown on route 8001.
¹⁸ This line is in two divisions, dividing at Indianapolis, Ind.
¹⁹ Letter and paper cars are 60 feet long, and storage cars are 46 feet long; cars on this line all run through between New York, Cincinnati, and Saint Louis, Mo.; for full equipment of line see New York and Pittsburgh R. P. O. Second Division report.
²⁰ East Division, day line, 5 crews, 8 clerks to crew.
²¹ 4 clerks on Indianapolis, Vandalia and Saint Louis R. P. O.; 1 clerk on Indianapolis and Terre Haute R. P. O.; 1 clerk detailed as chief clerk at Indianapolis, Ind.; 2 clerks detailed as assistant's chief clerks at Indianapolis, Ind.; 1 clerk detailed as chief clerk, Pittsburgh, Pa.; 2 clerks detailed to transfer duty at Columbus, Ohio; 5 clerks detailed to transfer duty at Indianapolis, Ind.; 1 clerk detailed to transfer duty, Richmond, Ind.; 1 clerk detailed to transfer duty at Terre Haute, Ind.; 1 clerk detailed to transfer duty at

Saint Louis, Mo.; 2 porters on trains 6 and 7 between Pittsburgh, Pa., and Columbus, Ohio; 1 porter on trains 6 and 7 between Pittsburgh, Pa., and meeting point; 2 porters on trains 1 and 8 between Pittsburgh, Pa., and Columbus, Ohio; 2 porters on trains 1 and 8, and 7 and 12 between Richmond and Terre Haute, Ind.
²² East Division, night line, 5 crews, 6 clerks to crew.
²³ West Division, day line, 4 crews, 6 clerks to crew.
²⁴ West Division, night line, 4 crews, 6 clerks to crew; clerks of Logansport and Columbus run west on train No. 1, in car of this R. P. O. between Columbus and Bradford, Ohio, acting as helpers; fourth clerks of west division, day line, act as helpers to Indianapolis, Vandalia and Saint Louis R. P. O. train No. 2, Saint Louis to Indianapolis, Ind.
²⁵ Covered by Pittsburgh and Saint Louis R. P. O. (41.30 miles).
²⁶ 8.50 miles covered by Pittsburgh and Saint Louis R. P. O.
²⁷ Car and 1 clerk shown on trains 21 and 22.
²⁸ Car and clerk shown on route 21022.

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.	Miles of route for which railroad is paid.
Pittsburg, Pa., and Wheeling, W. Va.	2	72.08	Pittsburgh, Pa., Wheeling, W. Va. (Balto. and Ohio).	8040	70.41
Pittsfield, Mass., and Bridgeport, Conn.	1	110.49	Pittsfield, Mass., Bridgeport, Conn. (Hous.).	5012	110.55
Pittsfield and Hookset, N. H.	1	20.35	Pittsfield, Hookset, N. H. (Concord).....	1034	20.35
Plymouth and Concord, N. H.	1	51.40	Plymouth, Concord, N. H. (Bos. and Low.).	21000 (part)	(4)
Portage and Madison, Wis. . . .	6	40.51	Portage, Madison, Wis. (Chi. Mil. and St. P.).	25023	40.77
Port Austin and Port Huron, Mich.	9	87.71	Port Austin, Port Huron, Mich. (P. H. and N. W.).	24042	87.71
Port Jefferson and Long Island City, N. Y.	2	753.00	Port Jefferson, Hicksville, N. Y. (Long Island).	6046	33.95
			Hicksville, Long Island City, N. Y. (Long Island).	6045 (part)	(5)
Port Jervis and New York, N. Y. ¹¹	2	87.77	Port Jervis, New York, N. Y. (N. Y., L. E. and W.).	6001 (part)	(17)
			Ridgewood Junction, Rutherford Junction, N. J. (N. Y., L. E. and W.).	7055	9.98
Portland and Ashland, Oreg. . . .	8	342.69	Portland, Ashland, Oreg. (Oreg. and Cal. R. R. Co.).	44001	342.58
Portland, Me., and Boston, Mass.	1	116.70	Portland, Me., Boston, Mass. (Bos. and Maine).	3011 (part)	116.33
Portland and Coburgh, Oreg. ¹⁰	8	123.38	Portland, Coburgh, Oreg. (Oreg. R. R. Co., limited).	44007	123.38
Portland and Corvallis, Oreg. . . .	8	97.99	Portland, Corvallis, Oreg. (Oreg. and Cal. R. R. Co.).	44002	97.78
Portland, Me., and Island Pond, Vt.	1	149.78	Portland, Me., Island Pond, Vt. (Grand Trunk).	177 (part)	149.71
Portland, Me., and Island Pond, Vt., short run.	1	92.16	Portland, Me., Gorham, N. H. (Grand Trunk).	197 (part)	(2)
Portland and Nazareth, Pa. . . .	2	26.00	Portland and Nazareth, Pa. (Bangor and Portland).	8128	26.14
		4.57	Nazareth Junction, Pa., and Brainards, N. J. (Bangor and Portland).	8115	4.57
Portland, Me., and Rochester, N. H.	1	52.74	Portland, Me., Rochester, N. H. (Port and Rock).	8	(2)
Portland, Me., and Swanton, Vt.	1	232.90	Portland, Me., Fabyan House, N. H. (Port and Ogd.).	10	80.00
			Fabyan House, N. H., South Lunenburg, Vt. (Bos. & Low.).	1007	24.28
			South Lunenburg, Swanton, Vt. (St. J. and L. Champ.).	2011	118.56
Portland, Me., and Swanton, Vt., short run.	1	72.87	Portland, Me., Bartlett, N. H. (Port and Ogd.).	210 (part)	(2)

¹ Clerk detailed as transfer clerk at Bridgeport, Conn.

² Reserve car.

³ Balance of route covered by Lancaster and Boston R. P. O. (84.98 miles), and closed-pouch service between Lancaster and Groveton Junction (9.58 miles). (See Table C.)

⁴ Covered by Lancaster and Boston R. P. O. (51.34 miles).

⁵ Reserve cars.

⁶ One car held in reserve.

⁷ The clerk does not run any farther west than Jamaica on either trip. Signs by slip at Long Island City.

⁸ 22.50 miles covered by Greenport and New York R. P. O.

⁹ Cars and clerks shown on route 6046.

¹⁰ In reserve.

¹¹ Short run, New York and Dunkirk R. P. O.

¹² 87.70 miles covered by New York and Dunkirk R. P. O.

¹³ Clerk relieved every fourth week by Middletown and New York clerk, and shown on New York and Dunkirk R. P. O.

¹⁴ Trains 15 and 16 run over route 7055, and trains 39 and 6 run via main line, 6001.

¹⁵ Cars and clerks shown on trains 15 and 16.

¹⁶ New service.

¹⁷ 2 clerks as helpers between Portland and Island Pond; 2 clerks on Portland and Island Pond short run, 92.16 miles.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av. speed (miles).					Train No. inward.	Av. speed (miles).				Length.	Width.
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
560	July 1, 1885	7 21.66	8 21.66	6	45,122	144.16	1	13 8	9 7	1	1	1
1,663	July 1, 1885	8 26.93 10 28.69	7 27.49 13 26.93	7 6	80,657 69,167	110.40	2 1	14 0 15 7	7 6 8 0	2 2	1 1	5
372	July 1, 1885	61 15.00	62 16.89	6	12,739	40.70	1	8 0	7 0	1	1	1
3,267	July 1, 1885	52 22.71	53 24.72	6	32,176	102.80	1	10 0	7 0	1	1	1
						(5)	1	10 0	6 10			
563	July 1, 1887	46 27.	47 24.36	6	25,259	81.02	1	6 8	6 1			
571	July 1, 1884	3 21.75	2 20.63	6	54,906	131.56	1	10 0	6 10	1	1	1
716	Aug. 23, 1885	18 26.49	83 24.28	6	20,891	191.00	1	16 6	7 6	1	1	1
1,467	July 1, 1885	32 24.87 18 29.46 32 19.64	15 21.87 83 28.44 15 24.26	6 6 6	29,891		1	9 6	6 0	1	1	1
							(9)	14 9	8 6	(9)		
12,297	July 1, 1885	15 27.01	16 29.26	6	53,692	131.65	1	14 0	6 8	1	1	(18)
2,607	July 1, 1885	39 20.65 14 15.30	6 23.29 14 16.26	6 6	54,944		1	10 6	6 10	1	1	1
1,596	July 1, 1886	1 21.	2 20.15	7	250,163	114.23	3	20 8	8 10	6	1	6
4,739	July 1, 1885	70 25.20 122 25.66	7 25.20 75 28.87	6 6	73,054 73,054	116.70	1 2	25 4 25 0	9 0 8 6	2 2	3 2	10
387	Mar. 28, 1887	1 10.66	2 10.70	6	77,256	125.38	2	25 0	8 6			
650	July 1, 1886	1 21.49	2 21.97	6	61,342	97.90	2	8 0	7 4	2	1	2
1,963	July 1, 1885	2 21.84	1 25.95	6	93,762	99.85	1	21 6	7 6	3	1	187
1,963	July 1, 1885	4 30.40	9 28.15	6	57,692	184.32	2	20 0 22 4	7 4 7 8			
211	July 1, 1885	29 18.00	10 20.00	6	6,216	81.00	1	15 9	7 6	2	1	(21)
265	May 18, 1886	5 17.42 9 18.00	4 18.00 2 20.00	6 6	16,276 2,861		(23) 1	7 1 6 0	6 9 6 8	1	1	1
1,941	July 1, 1885	2 24.00 (16)		3	16,507	105.48	(24) 1	6 0	6 8	(24) 1	1	(22)
1,319	Jan. 20, 1886	2 22.28	71 22.28	6	145,795	116.45	2	15 0	9 0	4	1	885
651	Jan. 20, 1886	2 15.09	71 22.44			(5)	1	13 8	6 8			
698	July 1, 1885	2 18.83	71 17.39				1	15 0	6 6			
1,319	Jan. 20, 1886	4 21.00	1 22.15	6	45,616	145.74	1	10 0	6 0	1	1	(21)

¹⁸ Balance of route covered by closed-pouch service between Island Pond and Norton's Mills, 16.02 miles. (See Table C.)
¹⁹ 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. (See Table C.)
²⁰ Covered by Portland and Island Pond R. R. O. 91.99 miles.
²¹ Shown in column 17, Portland and Island Pond R. P. O.
²² Clerk performs service on train 9, between Bangor and Brainards; on train 10 between Brainards and Nazareth Junction (n. o.); on train 2, between Nazareth Junction and Nazareth; on train 5, between Nazareth and Portland; on train 4, between Portland and Nazareth.

²³ Car and clerk shown on trains 9 and 10.
²⁴ Cars and clerks shown on trains 9 and 10.
²⁵ Covered by Portland and Worcester R. P. O., 52.50 miles.
²⁶ This clerk's run is from Rochester, N. H., to Portland, Me., with Portland and Worcester R. P. O. as assistant.
²⁷ Shown in column 17, Portland and Worcester R. P. O.
²⁸ 1 clerk on short run, between Portland and Bartlett, 72.87 miles.
²⁹ Balance of route covered by Portland and Swanton R. P. O., 17.99 miles.
³⁰ Covered by Portland and Swanton R. P. O., 72.00 miles.
³¹ Shown in column 17, Portland and Swanton R. P. O.

TABLE A^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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Portland, Me., and Worcester, Mass.	1	147.34	Portland, Me., Rochester, N. H. (Port and Roch). Rochester, N. H., Worcester, Mass. (B. and Maine, Wor., Nash. and Port. Div.).	1012	95.04
Portland, Me., and Worcester, Mass., short run.	1	46.76	Nashua, N. H., Worcester, Mass. (Bos. and Maine, Wor., Nash., Port. Div.).	¹ 1012	(⁹)
Portsmouth and Cincinnati, Ohio.	5	107.89	Portsmouth, Cincinnati, Ohio (Ohio and No. West).	21052	108.00
Portsmouth and Concord, N. H.	1	59.25	Portsmouth, Concord, N. H. (Concord) . . .	1002	59.16
Portsmouth and Manchester, N. H.	1	41.52	Portsmouth, Manchester, N. H. (Concord) . . .	¹ 1002	(⁹)
Pottsville and Philadelphia, Pa.	2	94.13	Pottsville and Philadelphia, Pa. (P. & R.).	8002	93.10
Pottsville, Tamaqua, and Herndon, Pa.	2	78.74	Pottsville and Herndon, Pa. (P. and R.).	8013	78.00
Powers, Mich., and Florence, Wis.	6	42.00	Powers, Mich., Florence, Wis. (Chi. and N. West).	24032	141.74
Providence, R. I., and New London, Conn.	1	65.24	Providence, R. I., Groton, Conn. (N. Y., Prov. and Bos.).	4002	(⁹)
Providence and Pascoag, R. I.	1	23.75	Providence, Pascoag, R. I. (Prov. and Spring).	4006	23.17
Providence, R. I., and Willimantic, Conn.	1	59.04	Providence, R. I., Willimantic, Conn. (N. Y. and N. Eng.).	4003	58.61
Pueblo and Silverton, Colo. . . .	7	377.32	South Pueblo, Cucharas, Colo. (D. and R. G.).	¹⁰ 28001	50.00
			Cucharas, Antonito, Colo. (D. and R. G.). . .	¹⁰ 28004	109.82
			Antonito, Silverton, Colo. (D. and R. G.). . .	39002	217.65
Quannah and Fort Worth, Tex. ²¹	7	193.04	Quannah, Fort Worth, Tex. (Pt. W. & D. C.).	31637	193.04
Quincy, Ill., and Kansas City, Mo. ²²	7	226.00	Quincy, Ill., Cameron, Mo. (H. and St. J.). . .	¹⁰ 28005	171.51
			Cameron, Kansas City, Mo. (H. and St. J.). . .	28010	54.98
Quincy, Ill., and Louisiana, Mo.	6	44.96	Quincy, Fall Creek, Ill. (Chi., Earl. and Qcy.).	¹⁰ 23041	13.50
			Fall Creek, Ill., Louisiana, Mo. (Chi., Earl. and Qcy.).	23079	31.46
Quincy, Ill., and Trenton, Mo.	7	137.00	Quincy, Ill., Trenton Mo. (Q., M. and P.).	28019	137.50
Racine, Wis., and Rock Island, Ill.	6	197.88	Racine, Wis., Rock Island, Ill. (Chi., Mil. and St. P.).	25024	197.91
Raleigh and Hamlet, N. C. . . .	3	97.97	Raleigh, Hamlet, N. C. (Ral. and Ang. Air Line).	13010	98.30

¹ 1 clerk on Portland and Worcester short run, 46.76 miles; 1 clerk on Portland and Rochester R. P. O., 52.74 miles. (See columns 15 and 16 these lines.) The Portland and Rochester clerks runs from Rochester to Portland with Portland and Worcester clerk as assistant.

² Reserve car.

³ Balance of route covered by Portland and Worcester R. P. O., 48.47 miles.

⁴ Covered by Portland and Worcester R. P. O., 46.57 miles.

⁵ Shown in column 17, Portland and Worcester R. P. O.

⁶ 1 clerk on Portsmouth and Manchester R. P. O., 41.52 miles. (See columns 15 and 16 that line.)

⁷ Balance of route covered by Portsmouth and Concord R. P. O., 17.76.

⁸ Covered by Portsmouth and Concord R. P. O., 41.40 miles.

⁹ Shown in column 17, Portsmouth and Concord R. P. O.

¹⁰ 1 clerk detailed as transfer clerk at Reading, Pa. 11 Triple daily service, except Sunday.

¹² Trains 2 and 3 run only between Pottsville and Salmoikin (57.04 miles) and clerks alternate.

¹³ Balance of route, Florence, Wis., and Crystal Falls, Mich. (10.21 miles), covered by closed pouches. (See Table C.)

¹⁴ Whole car.

¹⁵ Covered by Boston, Providence, and New York R. P. O., 61.80 miles.

¹⁶ 120 miles of route 38001, between Denver and South Pueblo, Colo., covered by Denver, Pueblo and Leadville, Colo., R. P. O., and 36.94 miles

in the United States on June 30, 1887—Continued.

Average weight of mail whole distance per day.	Dates 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.	Average miles run daily by crews.	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 (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
Lbs. 1,941	July 1, 1885	4	24.96	3	27.12	6	92,234	98.22	1	<i>Ft. In.</i> 15 6	<i>Ft. In.</i> 8 10	3	2	18
2,108	July 1, 1885	4	22.00	3	29.77	.....	.....	.....	1	15 6	8 8	.....	.....	.....
2,103	July 1, 1885	4	20.46	7	23.06	6	29,271	93.52	1	18	6 10	1	1	(²⁴)
497	July 1, 1884	28	17.98	21	18.50	6	67,539	107.89	²⁵	11 10	7 6	2	1	2
847	July 1, 1885	52	18.67	9	21.93	6	37,690	118.50	1	13	6 8	1	1	(²²)
847	July 1, 1885	44	22.71	51	23.14	6	25,991	83.04	1	13	7	1	1	(²³)
3,447	July 1, 1885	2	29.40	3	27.93	6	58,925	141.19	1	14 8	8 7	1	2	(²⁶)
		4	29.40	5	23.76	6	158,925	.....	1	15 3	8 7	1	1	
		6	22.34	21	22.80	6	58,925	.....	1	15 3	8 7	2	1	
540	July 1, 1885	1	19.92	¹⁵²	24.00	6	42,686	136.38	1	14 6	8 8	1	1	3
		¹⁵³	22.50	4	18.01	6	42,686	.....	1	14 9	8 8	1	1	
									¹⁵²	14 10	8 8			
										10 6	8 8			
386	July 1, 1884	8	22.76	5	25.04	7	30,660	84.00	¹⁴¹	35 5	8 7	1	1	1
12,702	July 1, 1885	6	27.73	11	21.41	6	40,840	130.48	1	16 3	6 11	1	1	2
		24	23.41	15	27.75	6	40,840	.....	1	15 10	6 10	1	1	
									¹⁵¹	15 10	6 6			
658	July 1, 1885	52	19.42	54	18.71	6	14,867	95.00	1	6 9	8 5	1	1	1
		57	18.39	56	21.22	6	14,867	.....	¹⁵¹	6 4	5 2			
5,042	July 1, 1885	13	18	20	23.40	6	36,959	118.08	1	14 2	6 8	1	1	1
2,975	July 1, 1886	3	24.50	2	20.50	7	¹⁵² 249,722	125.77	4	13 8½	7 5	6	1	(¹⁸⁷)
748	July 1, 1886	3	18	2	17	¹⁵⁷								
745	July 1, 1886	¹⁵³ 3,51	16	¹⁵² 2,52	16	6								
944	July 1, 1886	1	21.60	2	10.30	7	140,919	128.69	2	17 2	9 4	3	1	(²⁴)
10,773	July 1, 1887	3	20.50	4	20.50	7	¹⁵¹ 164,980	113.00	(²²)	15 10	6 10	4	2	(²⁶)18
		1	22.50	2	22.50	7	164,980	113.00	2	40 3	9 1½	4	2	
9,956	July 1, 1887	3	20.50	4	20.50	7			1	39 1½	9 0			
		1	22.50	2	22.50	7			1	12 0	8 11			
643	July 1, 1887	209	20.25	208	20.25	6	28,145	89.92	1	12 0	8 11	1	1	1
214	July 1, 1887													
668	July 1, 1887	1	21	2	21	6	85,762	137.00	1	21 7½	9 2½	2	1	2
									1	18 2	6 9			
2,231	July 1, 1887	1	20.47	2	10.15	6	123,873	98.94	¹⁵³	26 9½	9 3½	4	1	4
2,122	July 1, 1884	1	14.73	2	15.04	6	61,079	97.57	1	13 6	6 6	2	1	2

between Cucharas and El Moro, Colo., covered by pouch service. (See Table C^o.)

¹⁷ Trains east of Alamosa, Colo., 7 times a week, and west of Alamosa 6 times a week.

¹⁸ 1 clerk detailed to transfer service South Pueblo, Colo.

¹⁹ 91.17 miles of route 38001, between Antonito, Colo., and Espanola, N. Mex., covered by Antonito, Colo., and Santa Fé, N. Mex. R. P. O.

²⁰ Trains 51 and 52 between Durango and Silverton, Colo.

²¹ Reported last year as Harold and Fort Worth, Tex.; distance increased 44.33 miles.

²² 1 helper between Fort Worth and Bowie, Tex., 68 miles.

²³ Double daily service.

²⁴ 36.28 miles of route 28003 between Cameron and Saint Joseph, Mo., covered by Cameron, Mo., and Atchison, Kans., R. P. O.

²⁵ Cars on day line belong to C. B. and Q. Rwy. (See Chicago and Quincy, Ill.)

²⁶ 1 helper out of Quincy, Ill., and 1 helper on day line between Brookfield and Cameron, Mo., (67 miles); the latter helper alternating between Brookfield, Mo., and Atchison, Kans., with clerk on Cameron, Mo., and Atchison, Kans., R. P. O.

²⁷ Balance of route, Fall Creek, Ill., and Hannibal, Mo. (6.29 miles), covered by closed pouches (See Table C^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, regular 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.	Miles of route for which railroad is paid.
Reading and Quarryville, Pa.	2	<i>3</i> Miles. 57.50	Reading, Sinking Springs, Pa. (P. and R.). Sinking Springs Junction, Pa. (P. and R.). Junction, Quarryville Pa. (Lanc. and Quarry).	8073 (part) 8031 (part) 8137 (part)	(1) 228.00 23.50
Reading and Wilmington, Del.	2	74.07	Reading, Pa., Wilmington, Del. (Wilm. and Northern).	8054	71.90
Red Bank and Bridgeton, N. J.	2	95.20	Red Bank, Eatontown, N. J. (N. J. Southern). Eatontown, Whiting, N. J. (N. J. Southern). Whiting, Atsion, N. J. (N. J. Southern) . . . Atsion, Bridgeton, N. J. (N. J. Southern) . .	7049 (part) 7026 (part) 7029 (part) 7031 (part)	52.80 96.41 24.47 37.81
Red Bluff and Sacramento, Cal.	8	130.07	Red Bluff, Roseville, Cal. (South'n Pac. Co.) Roseville, Sacramento, Cal. (Central Pacific R. R.)	46003 46001 (part) 34029 (part)	103.00 78.75
Red Cloud, Nebr., and Oberlin, Kans.	6	119.64	Red Cloud, Republican City, Nebr. (Burl. and Mo. Riv. in Nebr.). Republican City, Nebr., Oberlin, Kans. (Burl. and Mo. Riv. in Nebr.).	34032 (part)	78.75
Red Oak, Iowa, and Nebraska City, Neb.	6	53.69	Red Oak, Iowa, Nebraska City, Nebr. (Chi., Burl. and Q'cy).	27074	53.69
Red Wing and Waterville, Minn.	6	66.73	Red Wing, Waterville, Minn. (Minn. and St. Louis).	26048	66.73
Reno and Preston, Minn.	6	57.70	Reno, Preston, Minn. (Chi., Mil. and St. P.)	26032	57.70
Reno and Virginia City, Nev.	8	53.08	Reno, Virginia City, Nev. (Virginia and Truckee R. R.)	45001	53.08
Richford and Saint Albans, Vt.	1	28.91	Richford, Saint Albans, Vt. (Missisquoi) . .	2097	28.75
Richford, Vt., and Springfield, Mass.	1	260.98	Richford, Newport, Vt. (So. Eastern) Newport, White River Junction, Vt. (Passumpsic). White River Junction, Windsor, Vt. (Connecticut). Windsor, Bellows Falls, Vt. (Ver. Val. and Sul. Co.). Bellows Falls, Brattleborough, Vt. (Ver. Val. and Sul. Co.). Brattleborough, So. Vernon, Vt. (n. o.) (New Lon. North'n). So. Vernon, Vt. (n. o.), Springfield, Mass. (Conn. River).	2099 22010 (part) 22002 (part) 2004 (part) 2005 (part) 20062 (part) 3067 (part)	31.57 105.15 14.00 23.50 24.04 51.88
Richford, Vt., and Springfield, Mass. (short run).	1	124.30	White Riv. Jet., Windsor, Vt. (Ct. Ver.) . . Windsor, Bellows Falls, Vt. (Ver. Val. & Sul. Co.). Bellows Falls, Brattleborough, Vt. (Ver. Val., Sul. Co.). Brattleborough, So. Vernon, Vt. (n. o.), New Lon. No.). So. Vernon, Vt. (n. o.), Springfield, Mass. (Conn. River).	22002 (part) 2004 (part) 2005 (part) 20062 (part) 3067 (part)	(7) (9) (7) (7) (7)

¹ 6 miles covered by Allentown and Harrisburg R. P. O.

² In reserve.

³ 11.73 miles covered by closed-pouch service. (See Table C*.)

⁴ Cars and clerks shown on route No. 8073.

⁵ 6.58 miles covered by closed-pouch service. (See Table C*.)

⁶ 11.81 miles covered by closed-pouch service. (See Table C*.)

⁷ Cars and clerks shown on route 7049.

⁸ 11.66 miles of route 46003, between Tehama and Red Bluff, covered by Delta and Sacramento R. P. O., double daily service. (See Table C*.)

⁹ 18.24 miles of route 46001, covered by Ogden and San Francisco R. P. O., Roseville to Sacramento.

¹⁰ Distance (40.60 miles) covered by Kansas City, Mo., and Oxford, Nebr., R. P. O.

¹¹ 2 Clerks on Richford and Springfield, short run (124.30 miles); 2 short stops between Springfield and Brattleborough. Daily average 120.78 miles (one on day and one on night line); 1 clerk detailed as transfer clerk at White River Junction, Vt.

¹² Balance of route covered by closed-pouch service between Newport and Derby Line, Vt. (10.14 miles). (See Table C*.)

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).				Length.	Width.
2,443	July 1, 1885	9 30	2 30	6	35,995	115.00	2	<i>Fl. In.</i> 12 11	<i>Fl. In.</i> 8 9	1	1	1
417	July 1, 1885	0 19.53	2 19.53	6	.....	.....	2 ²⁰	7 11	6 8	(4)	(4)	(4)
219	July 1, 1885	0 17.19	2 13.81	6	.....	.....	(4)	9 0	7 6	(4)	(4)	(4)
237	July 1, 1885	10 19.17	3 19.60	6	40,368	148.14	1	6 3	5 7	1	1	1
425	July 1, 1885	18 17.34	11 17.34	6	59,595	190.40	2 ²¹	7 6	6 0	1	1	1
471	July 1, 1885	18 28.50	11 30.41	6	.....	.....	2 ²¹	8 3	6 9	1	1	1
119	July 1, 1885	18 31.23	11 31.23	6	.....	.....	(7)	.....	.....	(7)	(7)	(7)
70	July 1, 1885	18 24.12	11 23.14	6	.....	.....	(7)	.....	.....	(7)	(7)	(7)
1,323	July 1, 1886	11 25.47	12 26.68	7	99,331	136.07	2	20 0	8 6	2	1	2
21,802	July 1, 1886	11 25.70	12 26.51	7	.....	.....	.....	.....	.....	.....	.....	.....
4,506	July 1, 1886	121 24.26	122 27.06	6	74,894	230.28	1	21 0	8 10	1	1	1
676	July 1, 1886	121 28.63	122 29.52	.....	.....	.....	2 ²¹	18 2	8 8	.....	.....	.....
1,034	July 1, 1887	01 22.90	02 24.40	6	33,610	107.38	1	15 4	8 10	1	1	1
443	July 1, 1887	22 25.01	21 25.82	6	41,773	133.40	1	9 0	8 10	1	1	1
160	July 1, 1887	37 16.11	38 16.49	6	36,120	115.40	1	9 6	5 8	1	1	1
1,152	July 1, 1887	1 21.23	2 21.60	7	35,748	106.16	1	18 11	8 5 ²¹	1	1	1
458	July 1, 1885	2 10.50	3 11.19	6	18,097	57.82	1	8 4	6 10	1	1	1
1,042	July 1, 1885	4 11.11	3 11.11	6	143,729	114.80	1	20 8	6 10	4	2	12 ²¹
3,128	Aug. 5, 1885	15 11.84	33 23.58	6	163,373	130.49	1	18 0	6 8	4	2	.....
5,453	July 1, 1885	4 24.52	3 29.68	.....	.....	.....	1	22 8	6 11	.....	.....	.....
4,891	July 1, 1885	15 28.93	33 24.28	.....	.....	.....	1	18 2	6 8	.....	.....	.....
4,919	July 1, 1885	4 24	3 21.17	.....	.....	.....	2 ²¹	21 8	6 4	.....	.....	.....
1,587	July 1, 1885	15 34.60	33 23.89	.....	.....	.....	2 ²¹	21 2	6 9	.....	.....	.....
6,514	July 1, 1885	4 24	3 28.17	.....	.....	.....	2 ²¹	18 4	6 9	.....	.....	.....
5,463	July 1, 1885	15 31.99	33 30.63	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,861	July 1, 1885	4 27.27	3 21.42	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,919	July 1, 1885	15 33.33	33 30.	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,887	July 1, 1885	4 21.43	3 24.58	.....	.....	.....	.....	.....	.....	.....	.....	.....
6,514	July 1, 1885	15 34.48	33 31.57	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,861	July 1, 1885	15 15.27	23 24	6	77,868	124.39	1	26 6	6 0	2	1	(18)
4,861	July 1, 1885	15 24	23 19.50	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,919	July 1, 1885	15 24	23 26.17	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,887	July 1, 1885	15 22.21	23 13.33	.....	.....	.....	.....	.....	.....	.....	.....	.....
6,514	July 1, 1885	15 22.55	23 24.09	.....	.....	.....	.....	.....	.....	.....	.....	.....

¹² Balance of route covered by Saint Albans and Boston R. P. O. (129.50 miles), and in Second Division Saint Albans and Ogden R. P. O. (24.27 miles).
¹⁴ Balance of route covered by Palmer and New London R. P. O. (65.11 miles), and Brattleborough and Palmer R. P. O. (46 miles).
¹⁵ Covered by Brattleborough and Palmer R. P. O. (10.28 miles); Richford and Springfield daily line runs between Newport and Springfield.
¹⁶ Balance of route covered by Saint Albans and Boston R. P. O. (120.50 miles) and in Second Division Saint Albans and Ogdensburg R. P. O. (24.27 miles).

¹⁷ Covered by Richford and Springfield R. P. O. (14 miles).
¹⁸ Shown in column 17, Richford and Springfield R. P. O.
¹⁹ Covered by Richford and Springfield R. P. O. (25.50 miles).
²⁰ Covered by Richford and Springfield R. P. O. (24.01 miles).
²¹ Balance of route covered by Palmer and New London R. P. O. (65.11 miles) and Brattleborough and Palmer R. P. O. (46 miles).
²² Covered by Brattleborough and Palmer R. P. O. (10.28 miles).
²³ Covered by Richford and Springfield R. P. O. (51.88 miles).

TABLE A^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.	Miles of route for which railroad is paid.
Richland and Niagara Falls, N. Y.	2	<i>Miles.</i> 181.40	Richland, N. Y., and Oswego, N. Y. (R., W. and O.). Oswego, N. Y., and Suspension Bridge, N. Y. (R., W. and O.). Suspension Bridge, N. Y., and Niagara Falls, N. Y. (N. Y. C. and H. R.).	6034 6038 6016	29.62 151.13 (*)
Richland and Syracuse, N. Y.	2	42.33	Richland, N. Y., and Pulaski, N. Y. (R. W. and O.). Pulaski, N. Y., and Syracuse, N. Y. (R. W. and O.).	6034 (part) 6037	(*) (*) 38.61
Richmond, Va., and Ashland, Ky.	3	436.12	Richmond, Va., Huntington, W. Va. (New. News and Miss. Valley). Huntington, W. Va., Ashland, Ky. (New. News and Miss. Valley).	11005 (part) 20016 (part)	420.70 (part) (part)
Richmond and Danville, Va.	3	141.08	Richmond, Danville, Va. (Rich. and Dan.)	11006	140.71
Richmond, Lynchburg, and Clifton Forge, Va.	3	230.55	Richmond, Lynchburg, Va. (Rich. and Allegh'y.). Lynchburg, Clifton Forge, Va. (Rich. and Allegh'y.).	11023 11027	147.97 84.90
Richmond and Stanford, Ky.	5	35.47	Richmond, Stanford, Ky. (Ky. Cent.)	20030	34.31
Rincon and Denning, N. Mex.	7	53.41	Rincon, Denning, N. Mex. (A., T. and S. F.).	738006 (part)	53.41 (part)
Rochester and Corning, N. Y.	2	95.10	Rochester, N. Y., Corning, N. Y. (N. Y., L. E. and W.).	6005	94.97
Rochester and Olean, N. Y.	2	103.23	Rochester, N. Y., Hinsdale, N. Y. (B., N. Y. and P.). Hinsdale, N. Y., Olean, N. Y. (B., N. Y. and P.).	6123 6058 (part)	100.02 (*) (part)
Rochester, N. Y., and Punxsutawney, Pa.	2	228.32	Rochester, N. Y., Bradford Junction, N. Y. (B. R. and P.). Bradford Junction, N. Y., Punxsutawney, Pa. (B. R. and P.).	6102 (part) 6127	12107.90 (part) 120.94
Rochester and Suspension Bridge, N. Y.	2	74.89	Rochester, N. Y., Suspension Bridge, N. Y. (N. Y. C. and H. R.).	6018 (part)	1474.43 (part)
Rockaway and High Bridge, N. J.	2	30.57	Rockaway, N. J., High Bridge, N. J. (Central of N. J.).	7040	30.76
Rock Island and Peoria, Ill.	6	92.20	Rock Island, Peoria, Ill. (R. Isl'd and Peo.)	23040	91.60
Rock Island, Ill., and Saint Louis, Mo.	6	248.99	Rock Island, Ill., Saint Louis, Mo. (Chl., Burl. and Qcy.).	23005	245.52
Rockland and Beaumont, Tex.	7	73.52	Rockland, Beaumont, Tex. (S. and E. T.).	31029	75.85
Rockland and Portland, Me.	1	88.42	Rockland, Woolwich, Me. (Knox and Lin.). Bath, Brunswick, Me. (Me. Cen.). Brunswick, Portland Me. (Me. Cen.).	15 11 196 (part)	49.11 8.17 (*) (part)
Rogersville and Bull's Gap, Tenn.	3	16.27	Rogersville, Bull's Gap, Tenn. (Rogers and Jefferson).	19003	16.42
Rome, Ga., and Selma, Ala.	4	197.60	Rome, Ga., Selma, Ala. (E. T. V. and G. R. R.).	17010 (part)	17197.60 (part)
Rondout and Stanford, N. Y.	2	74.86	Rondout, N. Y., Stanford, N. Y. (Ulster and Del.).	607	174.36

¹ 2 clerks on short run Oswego and Suspension Bridge.

² Cars and clerks shown on route 6034.

³ 1.80 miles covered by Suspension Bridge and Buffalo R. P. O.

⁴ 4.30 miles covered by Richland and Niagara Falls R. P. O.

⁵ This line is in 2 divisions, 3 clerks performing double daily (except Sunday) service Richmond to Clifton Forge (193.31 miles), and 4 clerks performing single daily service on trains 5 and 6, Clifton Forge to Ashland (242.81 miles). Clerks on Eastern Division trains 5 and 6 run as helpers on same trains between

Clifton Forge and White Sulphur Springs, 2 acting clerks employed as additional men performing service as helpers on trains 1 and 2 between Charlottesville and Clifton Forge daily (except Sunday); distance 95.81 miles. Service on trains 5 and 6, Richmond to Clifton Forge, during the summer season only.

⁶ 1 in reserve.

⁷ 347 miles of route 38006 between La Junta, Colo., and Albuquerque, N. Mex., covered by La Junta, Colo., and Albuquerque, N. Mex., R. P. O., and 178 64 miles between Albuquerque and Rincon, N. Mex., by Albuquerque, N. Mex., and El Paso, Tex., R. P. O.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'ge speed (miles).					Train No. inward.	Av'ge speed (miles).				Length.	Width.
Lbs. 1,040	July 1, 1885	110	24.87	113	26.76	6	113,556	120.93	2	Fl. In. 22 10	Fl. In. 6 10	3	1	15
1,201	July 1, 1885	110	23.55	113	22.66	6		(7)				(2)		
8,979	July 1, 1885	110	10.80	113	10.80	6		(7)				(2)		
1,040	July 1, 1885	128	25.80	123	25.80	6	26,499	84.66	1	8 7½	6 9	1	1	1
708	July 1, 1885	128	24.37	123	25.74	6		(7)				(2)		
1,781	July 1, 1885	1	21.40	2	21.80	46	\$121,012	157.35	1	18 8	9 01	412	1	412
1,300	July 1, 1884	5	17.08	6	17.96		\$298,263		1	18 9	8 11			
									1	18 7	8 0			
									2	20 4	8 11			
									1	20 0	8 0			
1,904	July 1, 1885	50	26.48	51	26.66	7	102,988	94.05	63	41 2	8 10	3	1	3
942	July 1, 1885	120	22	2	26.25	6	144,324	115.27	63	16 0	8 0	4	1	4
467	July 1, 1885	1	25.08	2	25.08									
299	July 1, 1884	6	21	1	23.13	6	22,204	70.94	1	11 8	9 6	1	1	1
4,546	July 1, 1886	901	25	902	25	7	38,989	106.82	1	18 0	8 10	1	1	1
1,738	July 1, 1885	6	25.80	8	26.50	6	59,589	127.40	1	15 0	9 10	2	1	2
350	July 1, 1885	30	23.07	35	21.43	6	67,752	108.23	91	15 0	2 3			
1,492	July 1, 1885	30	20.88	35	20.88	6		(11)	1	15 6	8 9	2	1	2
608	July 1, 1885	1	26.15	4	25.40	6	142,928	114.16	2	15 0	9 0	4	1	4
321	July 1, 1885	1	18.04	4	19.10	6		(12)	92	15 0	9 0			(12)
3,851	July 1, 1885	21	27.04	26	27.04	6	146,881	99.85	1	21 0	8 4	2	1	164
		11	27.94	10	26.30	6	46,881		1	21 0	8 4	1	1	
83	July 1, 1885	5	23.07	4	22.23	6	10,137	61.14	91	21 0	8 4			
1,104	July 1, 1887	4	25.56	1	26.17	6	57,717	92.20	1	8 0	6 8	1	1	1
2,233	July 1, 1887	2	26.33	1	25.81	7	181,762	124.40	1	16 0	9 0	2	1	2
145	July 1, 1886	38	9	37	9.50	6	46,024	73.52	2	11 11	9 0			
1,578	July 1, 1885	2	19.59	68	18.14	6	55,359	117.90	171	19 0	8 10	4	1	4
2,697	July 1, 1885	4	20.27	51	19.35	6	130,796	78.37	42	19 8	8 10	2	1	2
185	July 1, 1884	2	14.07	68	9	6			1	9 6	6 6	2	1	3
		4	11.50	51	26.10				1	16 0	6 8	2	1	
		2	21.03	68	24.28				1	16 0	6 8	1	1	
185	July 1, 1884	1	12.80	2	12.80	6	10,185	32.54	23	13 0	6 7			
1,493	July 1, 1884	326		4	24.50	7	144,248	131.73	1	16 0	6 7	1	1	1
1,203	July 1, 1885	3	18.82	10	19.82	6	16,549	90.14	1	5 6	6 2	1	1	1
		9	18.55	6	19.82	6	46,549		1	20 0	8 10	2	1	3
									1	20 0	8 10	1	1	

* Clerk relieved every third week Dansville and Buffalo clerk.
 † In reserve.
 ‡ 6.96 miles covered by Buffalo and Emporium R. P. O.
 § Cars and clerks shown on route 6123.
 ¶ 1.31 miles covered by closed-pouch service. (See Table C.)
 ** Cars and clerks shown on route 6102.
 †† 1.89 miles covered by closed-pouch service. (See Table C.)
 ‡‡ Double daily service, except Sunday.
 §§ One clerk detailed as transfer clerk at Suspension Bridge, N. Y.

‡‡ Reserve.
 †† Short run.
 ‡‡ Balance of route covered by Bangor and Boston R. P. O. (108.99 miles).
 §‡ Covered by Bangor and Boston R. P. O. (29.10 miles).
 ¶‡ Reserve cars.
 §‡ 55.29 miles reported as Chatt. and Macon R. P. O. 12.12 miles reported as Cleve. and Co-hutta R. R. (See Table C.)
 ¶‡ 4 miles reported by closed-pouch service. (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.	Miles of route for which railroad is paid.
Rosenberg and Cuero, Tex	7	<i>Miles.</i> 120.33	Rosenberg, Victoria, Tex. (N. Y., T. and M.) Victoria, Cuero, Tex. (G., W. T. and P.) ...	31036 31019 (part)	82.90 27.84
Rouse's Point and Albany, N. Y. (*)	2	114.54	Rouse's Point, N. Y., West Chazy, N. Y. (D. and H. C. Co.) West Chazy, N. Y., Albany, N. Y. (D. and H. C. Co.)	6024 (part)	177.00
		101.98	Rutland, Vt., Castleton, Vt. (D. and H. C. Co.) Castleton, Vt., Whitehall, N. Y. (Del. and H. C. Co.)	6024 (part) 6098	(*) 14.25
Ruthven and Des Moines, Iowa	6	137.59	Ruthven, Tara, Iowa (Des M. and Ft. Dodge). Tara, Des Moines, Iowa (Des M. and Ft. Dodge).	27087 27031	54.98 82.50
Rutland and Bennington, Vt., and Troy, N. Y.	1	85.19	Rutland, North Bennington, Vt. (Benn. and Rut.) North Bennington, Vt., State Line (Benn. and Rut.) State Line Hoosac Jct., N. Y. (Fitch).....	*2015 (part) 2018 (part) 6116 (part)	52.75 2.02 5.04
			Hoosac Jct., Troy, N. Y. (Fitch).....	146067 (part)	(1)
Rutland, Vt., and Troy, N. Y. ...	2	85.84	Rutland, Vt., and Eagle Bridge, N. Y. (D. and H. C. Co.) Eagle Bridge, N. Y., and Mechanicsville, N. Y. (B., H., T. and W.) Mechanicsville, N. Y., and Troy, N. Y. (D. and H. C. Co.)	6024 6107 6026 (part)	62.88 20.77
Sacramento, Beniola, and San Francisco, Cal.	8	90.60	Sacramento, San Francisco, Cal. (Central Pac. R. R.)	1460-1 (part)	
Sacramento and San Francisco, Cal.	8	140.90	Sacramento, San Francisco, Cal. (Central Pac. R. R.)	46028 (part)	140.59
Sag Harbor and New York, N. Y.	2	100.75	Sag Harbor, N. Y., and Long Island City, N. Y. (Long Island).	6093	100.18
Saint Albans, Vt., and Boston, Mass.	1	265.40	Saint Albans, White Riv. Jct., Vt. (Cen. Vt.) White Riv. Jct., Vt., Concord, N. H. (Bos. and Low.) Concord, Nashua, N. H. (Concord).	172002 (part) 1008 1001 (part) 3016	120.50 69.76 36.28 39.55
Saint Albans, Vt., and Ogdens- burgh, N. Y.	2	143.15	Saint Albans, Vt., and Rouse's Point, N. Y. (Cen. Vt.) Rouse's Point, N. Y., and Ogdensburgh, N. Y. (O. and L. C.)	2002 (part) 6053	*24.27 119.16

¹ 38.74 miles of route 31019 between Victoria and Port Lavaca, Tex., covered by pouch service. (See Table C.)
² This R. P. O. is in two divisions—Rouse's Point, N. Y., to Whitehall, N. Y., 114.54 miles, and Albany, N. Y., to Rutland, Vt., 101.98 miles.
³ In reserve.
⁴ 11.75 miles covered by closed-pouch service. (See Table C.)
⁵ Car and clerk shown on route No. 6033.
⁶ 10.67 miles covered by Rutland and Troy R. P. O.

⁷ Car and clerk shown on route No. 6024.
⁸ Reserve.
⁹ Balance of route covered by closed-pouch service between North Bennington and Bennington, Vt. (5.07 miles). (See Table C.)
¹⁰ Balance of route covered by Boston and Troy R. O. (22.82 miles).
¹¹ Covered by Boston and Troy R. P. O. (25.33 miles).
¹² Car and clerk shown on route 6024.

in the United States on June 30, 1887—Continued.

Average weight of mail whole distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
Lbs. 737	July 1, 1886	152 20	151 20	7	87,841	120.38	2	Ft. In.	Ft. In.		2	1	2	
217	July 1, 1886	152 20	151 20	7										
3,365	July 1, 1885	4 31.66	3 29.56	6	135,541	108.26	1	21 0	7 0		2	1	6	
4,939	July 1, 1885	4 17.78	3 18	6			(⁶)	21 0	7 0		(⁵)			
883	July 1, 1885	6 32.01	1 25.00	6			1	20 0	8 10		2	2		
929	July 1, 1885	6 28.70	1 28.70	6			(⁷)				(⁷)			
489	July 1, 1887	54 20.61	53 22.75	6	86,131	137.59	2	13 0	9 3		2	1	2	
1,161	July 1, 1887	54 25.38	53 25.38	6			²¹	14 0	7 0					
3,892	July 1, 1885	4 22.50	7 27.39	6	53,328	85.19	1	22 3	7 2		2	1	2	
4,129	July 1, 1885	4 27.75	7 27.75											
4,137	July 1, 1885	4 23.25	7 21.60											
6,909	July 1, 1885	4 25.33	7 24.91											
883	July 1, 1885	52 23.58	53 25.06	6	53,736	85.84	1	16 0	6 11		2	1	2	
1,050	July 1, 1885	52 25.96	53 24.92	6			(¹²)				(¹²)			
4,939	July 1, 1885	52 18.58	53 19.12	6			(¹²)				(¹²)			
21,862	July 1, 1886	11 25.28	12 25.28	7	66,204	90.69	1	21 4	8 10		2	1		
1,904	July 1, 1886	25 23.23	26 23.04	7	102,857	93.93	2	17 10	8 11		3	1	3	
1,121	July 1, 1885	20 30.04	23 28.88	6	1463,069	119.43	1	20 0	8 8		2	1	166	
		56 25.45	27 23.47	6	63,069			12 4	6 0		1	1		
							³¹	12 0	6 5					
5,453	July 1, 1885	53 25.71	53 26.06	6	166,140	132.70	1	42 6	9 0		4	2	1621	
		67 28.23	285 25.71	6	166,140			34 4	6 11		4	2		
6,579	Feb. 11, 1885	53 23.13	53 25.02					42 8	8 9					
		67 26.86	285 23.13					35 1	6 3					
11,733	July 1, 1885	53 24.70	53 30											
		67 30	285 30											
14,363	July 1, 1885	53 28	53 34.05											
		67 26.46	285 31.78											
5,453	July 1, 1885	50 32.35	63 24.27	6	80,612	143.15	2	26 0	6 3		2	1	2	
1,381	July 1, 1887	50 26.47	63 25.99	6			(²⁰)				(²⁰)			
							³¹	24 0	6 6					

¹ 0.84 miles covered by Rouse's Point and Albany R. P. O.

¹⁴ 89.79 miles route 46001 covered by Ogden and San Francisco R. P. O.; clerks detailed from that line; short run.

¹⁵ Double daily service except Sunday.

¹⁶ 1 clerk detailed as transfer clerk at Long Island City, N. Y.; 1 helper; 1 clerk on Babylon and New York R. P. O.

¹⁷ Balance of route covered by Richford and Spring R. P. O. (14 miles) and Saint Albans and Ogdenburgh (Second Division) (24.27 miles).

¹⁸ 1 clerk detailed as chief clerk, Boston, Mass.; 2 clerks detailed to superintendent's office; 1 clerk detailed as transfer clerk at Saint Albans, Vt., and 1 clerk as transfer clerk at Concord, N. H.

¹⁹ 14 miles covered by Richford and Springfield R. P. O.; 120.60 miles covered by Saint Albans and Boston R. P. O.

²⁰ Cars and clerks shown on route No. 2002.

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.	Miles of route for which railroad is paid.
<i>Saint Albans, Vt., and Troy, N. Y.</i>	1	<i>Miles.</i> 184.69	Saint Albans, Essex Jct. Vt., (Cen. Vt.) .. Essex Jct., Rutland, Vt. (Cen. Vt.)..... Rutland, North Bennington, Vt. (Benn. and Rut.) North Bennington, Vt., State Line (Benn. and Rut.) State Line, Hoosac Jct., N. Y. (Fitch.) Hoosac Jct., Troy, N. Y. (Fitch.)	12002 (part) 2003 (part) 2015 (part) 2018 (part) 6116 (part) 6067 (part) 26057	(7) (4) (7) (9) (7) (11)
<i>Saint Cloud and Willmar, Minn.</i>	6	58.61	St. Cloud, Willmar, Minn. (St. Paul, Minn. and Man.)	26057	58.66
<i>Saint Joseph, Mo., and Grand Island, Nebr.</i>	7	252.54	Saint Joseph, Mo., Grand Island, Nebr. (St. J. and G. I.)	33007	252.69
<i>Saint Louis, Mo., and Atchison, Kans.</i> ¹⁸	7	283.13	Saint Louis, Mo., Atchison, Kans. (Mo. Pac.)	28001	331.20
		47.08	-----		
<i>Saint Louis, Mo., and Cairo, Ill.</i>	6	153.60	Saint Louis, Mo., Cairo, Ill. (Mobile and Ohio.)	23053	153.60
<i>Saint Louis, Mo., and Columbus, Ky.</i>	7	196.41	Saint Louis, Bismarck, Mo. (St. L., I, M. and S.) Bismarck, Mo., Columbus, Ky. (St. L., I, M. and S.)	28002 28034	(28) 121.28
<i>Saint Louis, Mo., and Eldorado, Ill.</i>	6	124.50	Saint Louis, Mo., Eldorado, Ill. (St. L., Alton and T. H.)	23030	121.65
<i>Saint Louis, Mo., and Halstead, Kans.</i> ²¹	7	530.88	Saint Louis, Pierce City, Mo. (St. L. and S. F.) Pierce City, Mo., Halstead, Kans. (St. L. and S. F.)	**28003 (part) 28020	287.20 243.67
<i>Saint Louis, Louisiana, and Kansas City, Mo.</i>	7	**232.60	East Saint Louis, Ill., Kansas City, Mo. (C. and A.)	28022	321.40
<i>Saint Louis, Moberly, and Kansas City, Mo.</i> ²²	7	276.80	Saint Louis, Kansas City, Mo. (Wab. Western)	28004	277.20

¹ Balance of route covered by Saint Albans and Boston R. P. O. (95.73 miles); Richford and Springfield R. P. O. (14 miles), and Saint Albans and Ogdensburgh R. P. O. (Second Division) (24.27 miles).

² Covered by Saint Albans and Boston R. P. O. (24.77 miles).

³ Balance of route covered by Essex Junction and Boston R. P. O. (52.77 miles.)

⁴ Covered by Essex Junction and Boston R. P. O. (75.20 miles).

⁵ Reserve car.

⁶ Balance of route covered by closed-pouch service between North Bennington and Bennington (5.07 miles). (See Table C.)

⁷ Covered by Rutland, Bennington, and Troy R. P. O. (52.75 miles).

⁸ Covered by Rutland, Bennington, and Troy R. P. O. (2.02 miles.)

⁹ Covered by Rutland, Bennington, and Troy R. P. O. (5.04 miles).

¹⁰ Balance of route covered by Boston and Troy R. P. O. (22.82 miles). Saint Albans and North Bennington R. P. O. to December 16, 1886, inclusive. Saint Albans and Troy R. P. O. from December 17, 1886, inclusive.

¹¹ Covered by Boston and Troy R. P. O. (25.33 miles).

¹² Reserve.

¹³ 2 cars in reserve.

¹⁴ 1 clerk detailed to transfer service at Saint Joseph, Mo.

¹⁵ Service three times daily from Saint Louis to Kansas City, Mo., and twice daily from Kansas City to Saint Louis, Mo. (283.13 miles), and single daily between Kansas City, Mo., and Atchison, Kans. (47.08 miles). Last year service was twice daily each way between Saint Louis and Kansas City.

¹⁶ Clerks and cars on train 7 return from Kansas City to Saint Louis, Mo., on train 4.

¹⁷ 2 of these are baggage cars arranged for storage.

¹⁸ 4 helpers on train 7 from Saint Louis to Kansas City, 2 out of Saint Louis each day; 3 helpers on trains 3 and 4 between Saint Louis and Kansas City; 6 clerks detailed to office superintendent; 2 clerks detailed as chief clerks at large; 1 clerk detailed as chief clerk, Union depot, Saint Louis, Mo.; 1 clerk detailed as chief clerk, Kansas City, Mo.; 1 clerk detailed as chief clerk, Denver, Colo.; 1 clerk detailed as assistant to chief clerk, Kansas City, Mo.; 3 clerks detailed to transfer service, Saint

In the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
Lbs.														
5,453	July 1, 1885	63	32.66	15	32.66	6	96,207	123.12	1	22 0	7 9	3	1	8
4,099	July 1, 1885	63	29.10	15	28.20				1	21 9	7 9			
3,892	Feb. 11, 1885	63	24.42	15	34.99				21	23 4	7 9			
4,129	July 1, 1885	63	27.75	15	22.20									
4,137	July 1, 1885	63	25.20	15	33.60									
6,900	July 1, 1885	63	30.39	15	22.99									
335	July 1, 1887	5	26.08	6	26.08	6	36,600	117.22	1	20 0	9 6	1	1	1
1,251	July 1, 1886	5	23	4	23	7	184,354	126.27	121	24 6	9 6	4	1	145
47,461	July 1, 1887	167	35.39	2	27	7	103,342	141.57	124	59 11	9 3	4	5	1673
			127.40		4 28	7	2 6,685	141.57	25	59 11	9 3	4	4	
			3 23.50		4 23.50	7	206,685	141.57	25	59 11	9 3	4	4	
						7	34,368	94.16				1	2	
									191	49 11	8 11			
769	July 1, 1887	1	20.71	2	20.71	6	96,158	102.40	2	21 6	8 9	3	1	8
18,426	July 1, 1887	607	21.80	608	21	7	143,879	130.94	2	13 9 1/2	9 3 1/2	3	1	214
1,302	July 1, 1887	607	21.80	608	21	7								
2,106	July 1, 1887	1	24.91	4	25.66	6	77,987	124.50	1	24 0	9 0	2	1	73
			19 13.04		20 13.04				1	12 1 1/2	7 9			
7,334	July 1, 1887	1	24	2	25.30	7	2209,663	143.60	121	18 6	9 3	4	2	221
						7	2209,636	143.60	2	49 10	9 0			
1,804	July 1, 1887	3	24	4	25.30	7	2209,636	143.60	192	49 10	9 0	4	2	
			3 23		4 23	7	22177,879	141.84	1	20 0	7 4	4	1	
						7			1	18 0	7 3			
2,362	July 1, 1887	741 & 48	26.50	747 & 42	27	7	236,228	161.80	2	39 10	9 1	4	1	298
9,316	July 1, 1887	117 & 5	25	12	24	7	2202,064	138.40	2	55 0	9 3	4	2	202
		117 & 5	25	12	24	7	2202,064	138.40	2	55 0	9 3	4	2	
						7			191	55 0	9 3			

Louis, Mo.; 1 clerk detailed to transfer service, Kansas City, Mo.; 1 clerk detailed to transfer service, Atchison, Kans.; 4 clerks on this line are acting clerks additional, and 1 detailed from Saint Louis, Louisiana, and Kansas City, Mo., R. P. O.; Sedalia and Kansas City, Mo., R. P. O. also runs over 11.50 miles of route 28001, between Independence and Kansas City, Mo.; Kansas City and Joplin, Mo., R. P. O. also runs over 34.50 miles of route 28001, between Kansas City and Pleasant Hill, Mo.

¹⁰ In reserve.

²⁰ 75 miles distance on route 28002 covered by Saint Louis, Mo., and Texarkana, Ark., R. P. O.

²¹ 1 helper between Saint Louis and Bismarck, Mo. (75 miles).

²² 1 helper between Saint Louis, Mo., and Duquoin, Ill.

²³ Double daily postal-car service between Saint Louis and Pierce City, Mo. (237.21 miles), and single daily-mail apartment service between Pierce City, Mo., and Halstead, Kans. (243.67 miles).

²⁴ 73.61 miles of route 28003, between Pierce City, Mo., and Vinita, Ind. T., covered by Pierce City, Mo., and Vinita, Ind. T., R. P. O.

²⁵ 1 clerk detailed as chief clerk at large.

²⁶ Clerks register at Union Depot, Saint Louis, Mo.

²⁷ Trains 41 and 42 between Saint Louis, Mo., and Roodhouse, Ill., and 47 and 48 between Roodhouse, Ill., and Kansas City, Mo.

²⁸ 2 helpers between Saint Louis and meeting point (128 miles), and 1 between Kansas City and Marshall, Mo. (84 miles), 1 clerk detailed to Saint Louis, Mo., and Atchison, Kans., R. P. O.

²⁹ Double daily service.

³⁰ 1 helper on trains 11 and 12 between Saint Louis and Mexico, Mo. (110 miles); 2 helpers on trains 7 and 8 between Saint Louis and Moberly, Mo. (148 miles); 2 clerks detailed to office superintendent; 1 clerk detailed to transfer service, Kansas City, Mo.

³¹ Trains 7 and 8 between Saint Louis and Moberly, Mo., and 5 and 4 between Moberly and Kansas City, 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 routes.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>Saint Louis, Mo., and Texarkana, Ark.¹</i>	7	491.72	Saint Louis, Bismarck, Mo. (St. L., I. M. and S.). Bismarck, Mo., Texarkana, Ark. (St. L., I. M. and S.).	28002 28026	75.28 414.03
<i>Saint Paul, Minn., and Council Bluffs, Iowa.</i>	6	368.67	Saint Paul, Minn., Sioux City, Iowa (Chi., St. P., Minn., and Om.). Sioux City, Missouri Valley, Iowa (S. C. and Pac.). Missouri Valley, U. P. Transfer, Iowa (Chi. and No. West).	28025 27029 23003 (part)	269.65 (?) (?)
Saint Paul, Minn., and Des Moines, Iowa.	6	310.00	Saint Paul, Minn., Angus, Iowa (Minn. and St. Louis). Angus, Des Moines, Iowa (Des M. and Ft. Dodge).	26021 27031 (part)	272.13 (?)
Saint Paul, Minn., and Elroy, Wis.	6	197.08	Saint Paul, Minn., Elroy, Wis. (Chi., St. P., Minn., and Om.).	23630	196.51
<i>Saint Paul, Minn., and Mandan, Dak.</i>	6	477.00	Saint Paul, Minn., Mandan, Dak. (North Pac.).	1026001 (part)	475.00 (part)
Saint Paul, Minn., and Waterloo, Iowa.	6	191.90	Saint Paul, Lyle, Minn. (Minn. and No. West.). Lyle, Minn., Waterloo, Iowa (Illinois Central).	20955 27022	109.16 82.07
Saint Paul, Minn., and Watertown, Dak.	6	236.23	Saint Paul, Minneapolis, Minn. (Minn. and St. Louis). Minneapolis, Birch Cooley, Minn. (Minn. and St. Louis). Birch Cooley, Minn., Watertown, Dak. (Minn. and St. Louis).	26021 (part) 26038 26053	102.58 102.58 123.30
Salamanca, N. Y., and Oil City Pa.	2	97.60	Salamanca, N. Y., Warren, Pa. (B. N. Y. and P.). Warren, Pa., Irvine, Pa. (B. N. Y. and P.). Irvine, Pa., Oil City, Pa. (B. N. Y. and P.).	8164 8022 (part) 8025 (part)	42.19 (?) 249.32
Salina and Lincoln, Kans. ²	7	86.12	Salina, Lincoln, Kans. (S. L. and W.).....	33-57	36.12
Salina and McPherson, Kans. ³	7	26.78	Salina, McPherson, Kans. (S. and S. W.).	34028	26.78
Salisbury, N. C., and Morristown, Tenn.	3	231.68	Salisbury, Warm Springs, N. C. (Western N. C.). Warm Springs, N. C., Morristown, Tenn. (E. Tenn., Va., and Ga.).	13006 10009	182.25 49.50
Salt Lake and Juab, Utah ⁴ ...	8	105.03	Salt Lake City, Juab, Utah (Utah Central R. R.).	2541001 (part)	105.00 (part)
San Antonio and Corpus Christi, Tex. ⁵	7	156.06	I. and G. N. depot, San Antonio, Corpus Christi, Tex. (S. A. and A. P.).	31033	156.06
Sandusky, Ohio and Bloomington, Ill. ⁶	5	379.80	Sandusky, Ohio, Bloomington, Ill. (Lake Erie and West.).	21020	379.88
Sandusky, Newark, Ohio, and Wheeling, W. Va.	5	225.75	Sandusky, Newark, Ohio (Balto. and Ohio). Newark Bellaire, Ohio (Cent. Ohio.)..... Bellaire, Ohio, Benwood Junction, W. Va. (Balto. and Ohio). Benwood Junction, Wheeling, W. Va. (Balto. and Ohio).	21010 21001 (part) 10503 (part) 12015 (part)	116.79 (?) (?) (?)

¹ Double daily service. This line is divided at Little Rock, Ark., into two divisions: Saint Louis, Mo., and Little Rock, Ark. (346 miles), and Little Rock and Texarkana, Ark. (145.72 miles).
² Saint Louis, Mo., and Columbus, Ky., R. P. O. also runs over route 28002.
³ Daily average of North Division.
⁴ 2 reserve cars on each line.
⁵ 6 crews on each line on North Division and 5 crews on both lines on South Division.
⁶ 4 helpers between Saint Louis, Mo., and Walnut Ridge, Ark. (225 miles), 2 on each line; 1 clerk detailed as chief clerk, Little Rock, Ark.
⁷ Daily average of South Division.
⁸ Distance (76.18 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.
⁹ Distance (22.08 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.

¹⁰ 1 clerk detailed as assistant to chief clerk at Saint Paul, Minn.
¹¹ Short run, Saint Paul to Albert Lea, Minn., 121.05 miles.
¹² Distance (38 miles) covered by Ruthven and Des Moines, Iowa, R. P. O.
¹³ Reserve.
¹⁴ 1 helper between Elroy and Merrillan, Wis.
¹⁵ Balance of route (805.27 miles) covered by Mandan, Dak., and Glendive, Mont.; Glendive, Mont., and Billings, Mont.; Billings and Helena, Mont., and Helena, Mont., and Portland, Oreg., R. P. O's.
¹⁶ 1 clerk detailed to transfer duty at Saint Paul, Minn.
¹⁷ Short run, Saint Paul, Minn., to Fargo, Dak.
¹⁸ Distance (10.70 miles) covered by Saint Paul, Minn., and Des Moines, Iowa, R. P. O.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).				Length.	Width.			
18,426	July 1, 1887	601 22.50	602 22.50	7	358,958	138.40	45	51 11	9 3	810	3	645	
14,457	July 1, 1887	603 23	604 23	7	358,956	116.58	45	49 5	9 4	45	2		
7,158	July 1, 1887	603 22.50	604 22.50	7	269,129	147.47	2	49 6	8 9	5	2	14	
7,209	July 1, 1887	8 26.88	7 29.49	6	169,289	135.21	2	24 0	9 2½	4	1		
12,894	July 1, 1887	7 29.44	10 23.24										
1,963	July 1, 1887	2 24.74	1 25.51	0	194,000	155.00		2 15 0	9 3	4	1	107	
1,161	July 1, 1887	6 26.90	5 26.03	7	88,366	121.05	1	19 9	9 4	112	1		
3,000	July 1, 1887	12 28.59	11 38.00				11	9 4	9 0				
3,000	July 1, 1887	2 25.91	3 26.49	7	143,808	98.54	2	24 5	9 0	4	1	145	
11,448	July 1, 1887	3 22.98	2 23.95	7	348,210	159.00	11	27 3	9 1½			1617	
1,562	July 1, 1887	5 25.37	6 24.81	6	173,464	138.55	4	24 6	9 0½	6	2		
1,562	July 1, 1887	1 27.87	4 29.11	6	120,129	127.93	2	19 9	7 5	174	1	3	
1,194	July 1, 1887	15 21.41	16 23.45										
1,963	July 1, 1887	14 14.2	13 12.84	6	147,880	118.11	2	20 0	9 0	4	1	4	
976	July 1, 1887	14 24.14	13 21.23										
630	July 1, 1887	14 23.87	13 23.87										
379	June 8, 1887	29 21.63	28 23.01	6	61,154	97.69	2	14 0	8 6	2	1	2	
1,383	July 1, 1885	29 17.70	28 17.70	0			(20)			(20)			
1,069	July 1, 1885	29 25.83	28 25.83	6			(20)			(20)			
310	Dec. 1, 1886	285 18.50	286 24.00	7	26,368	72.24	23	14 0	8 6				
157	July 1, 1886	281 25.00	282 25.00	7	26,849	73.56	1	6 8	6 0	1	1	1	
1,512	July 1, 1884	53 22.11	53 22.13	7	169,126	115.84	1	17 11	8 10	1	1	1	
831	July 1, 1884	52 23.75	53 21.75				1	20 1	8 6	4	1	242	
837	July 1, 1880	1 20.58	2 20.58	7	76,672	105.03	1	19 11	8 11				
332	Feb. 15, 1887	1 16.50	2 17.30	6	97,694	156.06	1	20 2	8 5				
559	July 1, 1884	1 24.11	2 24.24	6	237,755	126.60	2	15 0	9 0	2	1	2	
1,162	July 1, 1884	4 24.16	3 24.50	7	164,798	112.87	2	16 0	9 0	2	1	2	
5,751	July 1, 1884	4 25.31	3 24.52	7			2	14 0	7 8	6	1	297	
21,912	July 1, 1885	4 12	3 8.57	7			2	12 0	7 7				
3,288	July 1, 1885	4 7.99	3 6.86	7			23	12 0	7 4				
							23	20 0	8 9	4	2	108	
							21	15 0	8 9				

¹⁹ 5.90 miles covered by Williamsport and Erie R. P. O.
²⁰ Cars and clerks shown on route No. 8164.
²¹ 45.60 miles covered by Buffalo and Pittsburgh R. P. O.
²² In reserve.
²³ New service; not reported last year.
²⁴ 1 helper between Salisbury and Hickory, 58 miles daily (except Monday).
²⁵ Reported last year as Salt Lake and Oasis.
²⁶ 37.50 miles of route covered by Ogden and Salt Lake R. P. O.; balance of route, 139.15 miles, closed-pouch service. (See Table C; Juab and Frisco.)
²⁷ This line formerly was the Sandusky and Muncie and Muncie and Bloomington R. P. O's. February 10, 1887, Sandusky and Muncie extended to Bloomington, Ill., taking up and dis-

continuing the Muncie and Bloomington R. P. O. Line now divides at La Fayette, Ind.
²⁸ 4 clerks and 1 helper on East Division, helper running between Sandusky and Lima, Ohio (92.10 miles); 2 clerks on West Division running between La Fayette, Ind., and Bloomington, Ill.
²⁹ Three cars in reserve.
³⁰ One car in reserve.
³¹ Four helpers running over whole line.
³² Covered by Grafton and Chicago R. P. O., 105.47 miles. Balance of route, Newark to Columbus, Ohio (33 miles), covered by closed-pouch service. (See Table C.)
³³ Distance shown on Grafton and Chicago R. P. O. 1 mile. Balance covered by lines of the Third Division.
³⁴ Covered by lines of the Third Division 4 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.)	Elevation.	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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Sandusky and Springfield, Ohio		130.73	Sandusky, Springfield, Ohio (Ind., Bloom. and West.).	21012	131.35
<i>San Francisco and Los Angeles, Cal.</i>	8	482.46	San Francisco, Port Costa, Cal. (Central Pac. R. R.).	46001 (part)	.....
			Port Costa, Lathrop, Cal. (South'n Pacific).	46032	62.23
			Lathrop, Goshen, Cal. (Southern Pacific) ..	46010	146.39
			Goshen, Los Angeles, Cal. (South'n Pac. Co.)	46014 (part)	243.05
<i>San Francisco and Santa Cruz, Cal.</i>	8	83.15	San Francisco, Santa Cruz, Cal. (South Pac. Coast R. R.).	46031	83.10
<i>San Francisco and Templeton, Cal.</i> ⁴	8	223.34	San Francisco, Soledad, Cal.	46002	142.90
			Soledad, Templeton, Cal. (South'n Pac. Co.)	46050	78.78
<i>San Francisco and Tulare, Cal.</i> ⁵	8	251.63	San Francisco, Port Costa, Cal. (Central Pac. R. R.).	46001 (part)	.....
			Port Costa, Lathrop, Cal. (South'n Pacific).	46032	.....
			Lathrop, Goshen, Cal. (Southern Pacific) ...	46010	.....
			Goshen, Tulare, Cal. (South'n Pac. Co.) ...	46014 (part)	.....
Scranton and Northumberland, Pa.	2	80.48	Scranton, Pa., and Northumberland, Pa. (D. L. and W.).	8017	80.45
Seaford, Del., and Cambridge, Md.	2	33.64	Seaford, Del., and Cambridge, Md. (P., W. and B.).	10008	33.64
Sedalia and Kansas City, Mo. ⁶	7	93.58	Sedalia, Independence, Mo. (Mo. Pac.) ...	28033	83.19
			Independence, Kansas City, Mo. (Mo. Pac.)	28001 (part)	(⁷)
<i>Sedalia and Warsaw, Mo.</i>	7	43.18	Sedalia, Warsaw, Mo. (Mo. Pac.).....	28012	43.18
<i>Selma and Akron Junction, Ala.</i>	4	71.86	Selma, Akron Junction, Ala. (C. S. and N. Rwy.).	17005	67.76
<i>Selma, Ala., and Meridian, Miss.</i>	4	114.28	Selma, Ala., Meridian Miss. (E. T., V. and G. R. R.).	17009	114.24
<i>Selma and Pine Apple, Ala.</i> ...	4	47.79	Selma, Pine Apple, Ala. (L. and N. R. R.).	17017	47.89
Scrivener and Lindsay, Nebr. ⁸	6	64.11	Scrivener, Lindsay, Nebr. (Fre., Elk. and Mo. Val.).	34041	64.11
Shabbona and Sterling, Ill.	6	46.93	Shabbona, Sterling, Ill. (Chi., Burl. and Qcy.).	23014	46.93
Eheboygan and Princeton, Wis.	6	79.06	Eheboygan, Princeton, Wis. (Chi. and Northwest.).	25019	79.13
Sheffield and Erie, Pa. ¹²	2	79.59	Sheffield, Pa., and Erie, Pa. (Penna.)	8023 (part)	(¹³)
Shingle Springs and Sacramento, Cal.	8	48.60	Shingle Springs, Sacramento, Cal. (Sacramento V. I. R. R.).	46005	48.60
Shreveport, La., and Houston, Tex.	7	234.42	Shreveport, Logansport, La. (S. and H.) ...	30016	41.72
			Logansport, La., Houston, Tex. (H., E. and W. T.).	31023	192.70
Sioux City and Missouri Valley, Iowa.	6	76.10	Sioux City, Missouri Valley, Iowa (S. C. and Pac.).	27029	76.15
Sioux City, Iowa, and Mitchell, Dak.	6	138.02	Sioux City, Iowa, Mitchell, Dak. (Chi., M. and St. P.).	35001	128.18
Sioux City, Iowa, and Omaha, Nebr.	6	124.06	Covington, Omaha, Nebr. (Chi., St. P., Minn. and Om.).	31003	121.74
<i>Skowhegan and Portland, Me.</i> ..	1	103.00	Skowhegan, Portland, Me. (Me. Cen.).....	5	102.95
Slatington and Reading, Pa. ...	2	43.63	Slatington, Pa., and Reading, Pa. (P. & R.).	8089	44.15
Smithville and Blakeley, Ga. ...	4	73.54	Smithville, Albany, Ga. (S. W. R. R.)	15039	24.05
			Albany, Blakeley, Ga. (S. W. R. R.)	15040	50.19
Sodus Point and Stanley, N. Y.	2	34.03	Sodus Point, N. Y., and Stanley (No. Central).	6,90	33.50

¹32.17 miles of route covered by Ogden and San Francisco R. P. O.; 248.71 miles of route 46014 covered by Deming and Los Angeles R. P. O.

²4 clerks assigned to San Francisco and Tulare (short run); 4 detailed as helpers at San Francisco.

³40-foot cars authorized.

⁴One reserve car.

⁵Reported last year as San Francisco and Soledad service extended.

⁶Short run San Francisco and Los Angeles R. P. O. Clerks assigned from that line.

⁷Double daily service except Sunday.

⁸Double daily service.

in the United States on June 30, 1887.—Continued.

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.	Average miles run daily by crews.	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 (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>									<i>Fl.</i>	<i>In.</i>				
1,067	July 1, 1884	3	24.63	4	26.26	6	81,837	87.15	2	16 0	9 6	3	1	3
21,862	July 1, 1886	10	24.90	20	23.31	7	352,195	137.84	6	55 12	9 52	7	1	15
5,068	July 1, 1886	19	28.90	20	28.03	7								
5,007	July 1, 1886	19	28.48	20	27.05	7								
3,880	July 1, 1886	19	19.92	20	21.43	7								
792	July 1, 1886	7	24.44	8	20.51	6	52,032	166.30	1	8 0	7 6	1	1	1
1,622	July 1, 1886	5	27.31	20	27.31	7	162,038	148.89	60	17 0	9 0	3	1	3
792	Mar. 7, 1887	50	30.65	58	24.65	7								
21,862	July 1, 1886	17	22.97	18	23.82	7	183,680	125.81	2	17 0	9 9	14	1	
5,068	July 1, 1886	17	26.05	18	27.64	7								
5,007	July 1, 1886	17	28.48	18	27.10	7								
3,880	July 1, 1886	17	28.47	18	25	7								
1,449	July 1, 1885	1	25.41	8	24.14	6	750,380	107.30	1	20 6	9 4	3	1	3
		5	25.41	2	24.14	6	50,380		1	16 2	8 3			
322	July 1, 1885	50	18.34	512	16.82	6	21,059	67.28	1	10 0	6 0	1	1	1
878	July 1, 1887	43	22	41	22.50	7	*72,679	*132.75	1	19 9	7 3	93	1	3
47,461	July 1, 1887	43	23	46	22	7	*72,679		1	20 5	7 5			
		43	22	44	22.50	7								
		43	23	46	22	7								
277	July 1, 1887	167	12.50	168	12.50	6	27,031	86.36	1	9 3	5 9	1	1	1
355	July 1, 1884	54	23	55	23	7	52,458	143.72	1	12 0	6 9	1	1	1
601	July 1, 1884	3	26	4	20	7	83,424	114.28	1	14 9	8 9	2	1	2
252	July 1, 1884	49	12	50	12	6	29,917	93.58	1	7 9	6 4	1	1	1
196	Feb. 14, 1887	71	19.72	72	21.37	6	40,133	128.22	2	14 0	9 6	1	1	1
213	July 1, 1887	93	21.33	94	25.60	6	20,378	93.86	1	7 8	6 11	1	1	1
576	July 1, 1887	63	18.62	62	18.99	6	49,491	79.06	1	13 8	7 6	2	1	2
1,383	July 1, 1885	17	23.52	18	24.88	6	49,823	159.18	11	13 6	7 0			
557	July 1, 1886	1	19.46	2	19.46	6	30,424	97.20	1	6 6	6 0	1	1	1
174	July 1, 1886	2	16.20	1	16.20	7	171,127	117.21	1	18 9	7 5	4	1	4
297	July 1, 1886	2	16.20	1	16.20	7			1	13 3	7 5			
7,299	July 1, 1887	2	25.36	1	25.36	7	55,553	76.10	1	12 0	7 3			
									1	17 9	9 6	2	1	2
838	Mar. 30, 1887	1	24.75	4	24.03	6	80,400	138.02	11	14 0	9 3			
									1	20 10	9 3	2	1	2
									1	20 2	9 3			
									11	12 2	7 3			
587	July 1, 1883	1	22.82	2	21.17	6	77,661	124.06	2	22 2	9 4	2	1	2
									11	24 7	9 3			
1,521	Feb. 11, 1885	12	23.76	13	25.55	6	64,478	110.92	1	42 4	9 0	2	1	2
									11	42 0	8 9			
									11	41 0	8 8			
207	July 1, 1885	2	22.62	3	22.66	6	27,312	87.26	1	8 0	6 8	1	1	1
541	July 1, 1884	43	15	44	15	6	45,026	147.06	1	15 2	8 4	1	1	1
116	July 1, 1884	43	15	44	15									
127	July 1, 1885	20	25.12	23	17.17	6	21,363	68.06	1	8 0	6 0	1	1	1

* Three crews perform service on all trains.
 10 11.50 miles distance on route 28001, covered by Saint Louis, Mo., and Atchison, Kans., R. P. O.
 11 Reserve.
 12 Short run of Williamsport and Erie R. P. O.
 13 78.80 miles covered by Williamsport and Erie R. P. O.

14 Clerk shown on Williamsport and Erie R. P. O.
 15 Reserve car. The North Anson and Portland clerk runs between Oakland and Portland with Skowhegan and Portland clerk as assistant. The Augusta and Portland clerk runs in connection with this R. P. O. (See column remarks that line.)

TABLE A^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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
South Amboy, N. J., and Philadelphia, Pa.	2	62.92	South Amboy, N. J., and Jamesburgh, N. J. (Penna.) Jamesburgh, N. J., and Camden, N. J. (Penna.)	7047 7005 (part) 22013	13.63 247.58 186.49
South Bend and Terre Haute, Ind.	5	184.21	South Bend, Terre Haute, Ind. (Terre H. and Ind.)	2016	36.40
South Londonderry and Brattleboro', Vt.	1	36.47	South Londonderry, Brattleboro', Vt. (Cent. Vt.)	19013	62.07
Sparta and Tullahoma, Tenn.	5	61.00	Sparta, Tullahoma, Tenn. (Nash., Chatt. and St. Louis)	25034 14021	35.83 60.20
Sparta and Viroqua, Wis.	6	35.65	Sparta, Viroqua, Wis. (Chi. Mil. and St. P.)	15037	68.20
Spartanburgh, S. C., and Augusta, Ga.	4	133.84	Spartanburgh, Greenwood, S. C. (P. R. and W. C. Rwy.) Greenwood, S. C., Augusta, Ga. (P. R. and W. C. Rwy.)	21019 (part) 23083 5016	(*) 71.93 32.00
Springfield and Grafton, Ill.	6	85.30	Springfield, Grafton, Ill. (St. Louis and Cent'l Ill.)	21058	118.89
Springfield, Mass., and Hartford, Conn.	1	32.29	Springfield, Mass., Hartford, Conn. (N. Y. and N. Eng.)	5018 (part)	789.82
Springfield and Wellston, Ohio.	5	118.53	Springfield, Wellston, Ohio (Ohio Sou.)	13009	45.71
State Line and Rhinecliff, N. Y.	2	42.53	State Line, N. Y., and Rhinecliff, N. Y. (H. and C. W.)	23084 23005 (part)	40.53 (*)
Statesville and Charlotte, N. C.	3	45.14	Statesville, Charlotte, N. C. (Charl., Col. and Aug.)	25015	73.51
Sterling and Rock Island, Ill.	6	52.43	Sterling, Barstow, Ill. (Chi., Burl. and Q'cy) Barstow, Rock Island, Ill. (Chi., Burl. and Q'cy)	8096 7024	35.23 42.32
Stevens Point and Portage, Wis.	6	73.84	Stevens Point, Portage, Wis. (Wis. Cent.)	23043 27051	31.98 65.89
Stoneboro' and New Castle, Pa.	2	36.49	Stoneboro', New Castle, Pa. (B.* N. Y. and P.)	10002 (part)	(12) 44.60
Stony Point and New York, N. Y.	3	42.88	Stony Point, N. Y., and Jersey City, N. J. (N. J. and N. Y.)	6016 23096 (part)	1324.73 41.47
Streator and Fairbury, Ill.	6	31.98	Streator, Fairbury, Ill. (Wab., St. L. and Pac.)	23026	60.58
Sumner and Hampton, Iowa.	6	65.33	Sumner, Hampton, Iowa (Minn. and No. west.)	6071	44.30
Sunbury and Lewiston, Pa.	2	51.12	Sunbury, Selins Grove Junction, Pa. (No. Cent.) Selins Grove Junction, Sunbury, Pa. (Penna.)	6013 (17)	
Suspension Bridge and Buffalo, N. Y.	2	24.35	Suspension Bridge, Buffalo, N. Y. (N. Y., C. and H. R.)	34020 34016 (part)	40.87 (18)
Switz City and Bedford, Ind.	5	41.54	Switz City, Bedford Ind. (Bed and Bloom.)	34028 (part)	72.29
Switz City, Ind., and Effingham, Ill.	6	99.58	Switz City, Ind., Effingham, Ill. (Ind. and Ill. So.)	43001	146.66
Syracuse and Earlville, N. Y.	2	43.66	Syracuse, Earlville, N. Y. (Syr., Ont. and N. Y.)	15043 15025	33.23 39.59
Syracuse, Auburn, and Rochester, N. Y.	2	104.71	Syracuse, Rochester, N. Y. (N. Y. C. and H. R.)		
Table Rock, Nebr., and Concordia, Kans.	7	129.30	Table Rock, Wymore, Nebr. (Rep. Valley). Wymore, Odell, Nebr. (Rep. Valley)		
Tacoma, Wash., and Portland, Oreg.	8	146.66	Odell, Nebr., Concordia, Kans. (Chi., Nebr. and Kans.) Tacoma, Wash., Portland, Oreg. (North'n Pac. R. R.)		
Tallulah and Athens, Ga.	4	72.76	Tallulah, Belton, Ga. (N. E. R. R. of Ga.) Belton, Athens, Ga. (N. E. R. R. of Ga.)		

¹ Double daily service, except Sunday.² 6.10 miles covered by Monmouth Junction and Manasquan R. P. O.³ Cars and clerks shown on route 7047. Clerk on trains 330 and 306 signs arrival and departure at South Amboy by slip.⁴ 2 cars in reserve.⁵ Reserve car.⁶ Distance (13.37 miles) covered by Lafayette, Ind., and Quincy, Ill., R. P. O.⁷ 70.93 miles covered by Hartford and Millerton R. P. O.⁸ In reserve.⁹ Distance (11.00 miles) covered by Rock Island, Ill., and St. Louis, Mo., R. P. O.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).			Length.	Width.
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>		
853	July 1, 1885	315 23.20	318 27.25	6	339,368	125.92	1	15 0	8 0	1	1
909	July 1, 1885	339 24.74	306 28.20	6	39,368	.....	1	15 0	9 0	1	1
419	Feb. 11, 1885	315 26.92	318 29.73	6	.....	.....	(¹)	.....	.....	(²)	.....
		339 25.48	306 22.83	6	.....	.....	(²)	.....	.....	(³)	.....
		53 28.79	52 27.62	6	115,315	123.81	4	16 0	9 3	3	1
335	Aug. 5, 1885	1 12.34	2 12.34	6	22,830	72.94	1	8 5	5 6	1	1
		1 12.34	2 12.34	6	38,186	122.00	5 ¹	10 2	5 8	1	1
300	Dec. 22, 1884	72 17.73	71 16.54	6	.....	.....	1	12 0	8 0	1	1
397	July 1, 1887	53 25.29	52 25.29	6	22,317	71.30	1	11 10	7 6	1	1
371	Nov. 11, 1885	68 22	67 22	7	98,340	153.84	1	11 1	8 9	2	1
235	July 1, 1884	68 20	67 20	.....	.....	.....	.....	.....	.....	.....	.....
11242	July 1, 1884	1 22.63	4 26.40	6	53,398	85.30	1	11 0	6 10	2	1
272	July 1, 1887	1 15.39	4 17.98	.....	.....	.....	1	10 6	6 8	.....	.....
511	July 1, 1885	224 22.58	148 22.58	6	20,213	129.16	1	11 0	6 0	1	1
		453 23.92	130 22.58	6	20,213	.....	.....	.....	.....	.....	.....
270	July 1, 1884	2 18.77	1 16.98	0	74,200	118.53	1	12 0	7 6	2	1
		.....	.....	0	.....	.....	1	9 4	8 0	.....	.....
1,101	July 1, 1885	9 15.21	8 13.89	6	26,624	85.06	1	10 0	6 0	1	1
		.....	.....	6	.....	.....	2	10 6	6 0	.....	.....
435	July 1, 1884	52 14.66	53 14.66	6	28,258	90.28	1	9 10	7 4	1	1
382	July 1, 1887	42 10.81	41 11.05	0	32,821	104.86	1	11 4	6 7½	1	1
2,233	July 1, 1887	19 12.85	20 9.28	.....	.....	.....	5 ¹	12 0	6 11	.....	.....
810	July 1, 1887	46 23.84	45 23.21	6	46,224	147.68	1	20 6	7 8	1	1
		.....	.....	6	.....	.....	2	15 2	7 7	.....	.....
		.....	.....	6	.....	.....	2	15 0	7 7	.....	.....
333	July 1, 1885	1 20.18	2 17.96	6	22,843	72.98	1	13 0	8 6	1	1
378	July 1, 1885	16 21.16	1 18.50	6	26,843	85.76	1	6 8	8 0	1	1
		.....	.....	6	.....	.....	5 ¹	6 6	6 0	.....	.....
106	July 1, 1887	233 11.28	250 19.39	6	20,019	63.96	1	11 2½	6 10	1	1
436	July 1, 1887	22 16.47	21 19.76	6	40,896	130.66	1	13 5	7 7	1	1
11,378	July 1, 1885	3 24.50	2 24.50	6	32,001	102.24	1	6 2	6 2	1	1
169	Jan. 1, 1885	3 22.67	2 24.77	6	.....	.....	(¹)	.....	.....	(¹)	.....
8,979	July 1, 1885	16 26.08	19 26.97	6	15,243	97.40	(¹)	.....	.....	1	(¹⁴)
		54 29.67	31 26.97	6	15,243	.....	(¹)	.....	.....	.....	.....
175	July 1, 1884	64 17.16	62 15.55	6	26,064	83.98	162	5 4	4 11	1	1
211	July 1, 1887	2 16.00	1 16.00	6	56,793	181.16	1	17 6	7 7½	1	1
348	July 1, 1885	1 21.26	4 10.84	6	27,331	87.32	1	9 1	8 6	1	1
		.....	.....	6	.....	.....	5 ¹	9 1	8 6	.....	.....
4,375	July 1, 1885	11 24.46	14 23.10	6	65,548	104.71	1	21 0	8 8	2	2
3,627	July 1, 1886	65 30.65	66 24.52	6	75,308	120.30	1	15 11	7 2	2	1
3,020	July 1, 1886	65 27	66 27	.....	.....	.....	.....	.....	.....	.....	.....
532	July 1, 1886	65 21.68	66 22.82	.....	.....	.....	.....	.....	.....	.....	.....
3,023	July 1, 1886	1 20.51	2 20.36	7	107,662	97.77	2	22 6	9 0	3	1
153	Feb. 20, 1884	2 17	1 15	0	45,548	72.76	2	11 3	7 0	2	1
380	July 1, 1884	2 21	1 19	.....	.....	.....	.....	.....	.....	.....	.....

¹⁰ 4.90 miles covered by Williamsport and Baltimore R. P. O.¹¹ Car and clerk shown on route 10002.¹² 4.75 miles covered by closed-pouch service. (See Table C.)¹³ Baggage car.¹⁴ This clerk is detailed from Albany and Rochester R. P. O., and is in charge of registered pouches between Buffalo, N. Y., P. O. and the Great

Western Railway mail clerks of Canada, and accounted for in that R. P. O.

¹⁵ Double daily service, except Sunday.¹⁶ 1 car in reserve.¹⁷ 104 miles covered by Albany and Rochester R. P. O.¹⁸ Distance (9 miles) covered by Creto and Red Cloud, 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 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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Tama and Hawarden, Iowa....	6	243.34	Tama, Eagle Grove, Iowa (Chi. and No. West.). Eagle Grove, Hawarden, Iowa (Chi. and No. West.).	27052 (part) 27070 (part)	98.40 145.06
Tamara and Chester, Ill.....	6	40.70	Tamara, Chester, Ill. (Wab., Chea. and West.).	23047	41.76
Temple and Ballinger, Tex....	7	191.41	Temple, Ballinger, Tex. (G., C. and S. F.).	31049	191.41
Tennille and Dublin, Ga.....	4	35.25	Tennille, Wrightsville, Ga. (W. and T. R. R.). Wrightsville, Dublin, Ga. (W. & D. R. R.).	15015 (part) 15049	16.50 19.56
Terre Haute and Evansville, Ind.	5	110.31	Terre Haute, Evansville, Ind. (Evans and T. Haute).	22012	109.71
Terre Haute, Ind., and Peoria, Ill.	6	176.90	Terre Haute, Ind., Peoria, Ill. (Ill. Mid.).	23048	177.90
Terre Haute, Worthington, and Evansville, Ind. ¹⁰	5	139.41	Terre Haute, Worthington, Ind. (Evans. and Ind.). Worthington, Evansville, Ind. (Evans. and Ind.).	22030 22026	40.98 98.30
Texarkana, Ark., and El Paso, Tex. ¹¹	7	869.22	Texarkana, Ark., Park, Tex. (Tex. and Pac.). Park, Marshall, Tex. (Tex. and Pac.)..... Marshall, El Paso, Tex. (Tex. and Pac.)...	31011 (part) 1431010 1231009 (part)	(part) 69.64 794.77
Texarkana, Ark., and Houston, Tex.	7	430.00	Texarkana, Ark., Park, Tex. (Tex. and Pac.). Park, Marshall, Tex. (Tex. and Pac.)..... Marshall, Longview, Tex. (Tex. and Pac.).	31011 (part) 31010 31009	(part) (part) (part)
Texarkana, Ark., and Waco, Tex.	7	259.00	Longview, Houston, Tex. (I. and G. N.). Texarkana, Ark., Waco, Tex. (St. L., A. and T.).	31006 *31025	233.45 258.26
Texarkana, Ark., and Whitesborough, Tex.	7	173.44	Texarkana, Ark., Whitesborough, Tex. (Tex. and Pac.).	*31011	173.44
Titusville and Sanford, Fla....	4	47.00	Titusville, Ent. June. (n. o.), Fla. (J., T. and K. W. Ry.). Ent. June. (n. o.), Sanford, Fla. (J., T. and K. W. Ry.).	16025 (part) 16018 (part)	40.42 (part)
Toccoa and Elberton, Ga.....	4	51.45	Toccoa, Elberton, Ga. (E. A. L. R. R.).....	15026	51.45
Toledo, Ohio, and Allouan, Mich.	9	157.42	Toledo, Ohio, Allegan, Mich. (C. J. and M.).	24019	156.92
Toledo, Ohio, and Charleston, W. Va. ¹²	5	312.19	Toledo, Thurston, Ohio (ToL and Ohio Cent.). Thurston, Corning, Ohio (ToL & Ohio Cent.). Corning, Cincinnati, Hock. Val. and Tol. June. (n. o.), Ohio (Ohio Cent.). Cincinnati, Hock. Valley, and Toledo Junction (n. o.), Point Pleasant, Ohio (Col., Hock. Val. and Tol.). Point Pleasant, Ohio, Charleston, W. Va. (Ohio Cent.).	21055 *21068 (part) 21088 21074 (part) 12010	147.87 38.47 56.87 (part) 57.70

¹ Balance of route (66.30 miles) covered by Lake Crystal, Minn., and Eagle Grove, Iowa, R. P. O.

² Balance of route (126.37 miles) covered by Oakes, Dak., and Hawarden, Iowa, R. P. O.

³ Reserve.

⁴ Reported last year as Temple and Coleman, Tex.; distance increased 31.23 miles.

⁵ 1 clerk detailed to transfer duty at Evansville, Ind.

⁶ 1 car in reserve.

⁷ 2 of these cars in reserve.

⁸ 1 clerk detailed to transfer duty at Peoria, Ill.

⁹ 1 of these reserve.

¹⁰ Washington and Evansville R. P. O. extended to Terre Haute, Ind., August 2, 1886 (increase in distance 80.87 miles), thus taking up and discontinuing the Terre Haute and Worthington R. P. O.

¹¹ Service on trains 1 and 2, between Texarkana, Ark., and Fort Worth, Tex., and on 3 and 4, between Texarkana, Ark., and El Paso, Tex.,

making double daily service between Texarkana, Ark., and Fort Worth, Tex. (254.17 miles), an increase over last year. Runs of clerks on trains 3 and 4 divided at Dallas, Tex. East Division, Texarkana, Ark., to Dallas, Tex. (221.83 miles), and West Division, Dallas to El Paso, Tex. (647.39 miles).

¹² 5.50 miles, distance on route 31011 covered by Texarkana, Ark., and Whitesborough, Tex., R. P. O.

¹³ Daily average of Texarkana, Ark., and Fort Worth, Tex., line.

¹⁴ 3 helpers on trains 3 and 4, between Texarkana, Ark., and Dallas, Tex. (221.83 miles), and 2 between Dallas and Cisco, Tex. (147 miles).

¹⁵ Daily average of Texarkana, Ark., and Dallas, Tex., line.

¹⁶ Texarkana, Ark. and Houston, Tex., R. P. O. also runs over route 31010 and 23 miles of route 31009, between Marshall and Longview, Tex.

¹⁷ Daily average of Dallas and El Paso, Tex., line.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
1,338	July 1, 1887	5 22.71	6 21.86	6	152,331	121.67	2	<i>Ft.</i> 24 0	<i>In.</i> 9 3	4	1	4		
1,673	July 1, 1887	5 27.20	6 24.80	.....	.....	.....	31	24 7	9 3			
568	July 1, 1887	2 16.70	3 20.04	6	25,534	81.58	1	14 0	6 0	1	1	1		
652	July 1, 1886	13 21.30	14 21.30	7	139,729	127.61	2	13 6	9 0	3	1	3		
83	May 1, 1-85	3 12	4 10	6	22,067	70.50	1	8 0	9 0	1	1	1		
120	Mar. 15, 1886	3 12	4 10											
2,454	July 1, 1884	1 27.43	2 27.43	6	69,054	110.31	1	16 0	9 3	2	1	3		
399	July 1, 1887	2 21.79	1 21.57	6	110,739	117.93	73	17 3	8 9	3	1	84		
224	July 1, 1884	9 22.30	10 23.51	6	85,163	139.41	83	11 0	7 0	2	1	2		
393	Aug. 2, 1886	9 21.06	10 20.33	6				9 1	8 6					
1,294	July 1, 1886	1 19	2 21	7	185,544	¹³ 127.09	3	21 4	9 2	4	1	¹⁹²¹		
		3 21	4 21	7	634,531	¹⁶ 116.92	3	21 10	9 1	4	1			
10,345	July 1, 1886	1 19	2 21	7		¹⁷ 161.85	2	21 1	9 1	8	1			
		3 21	4 21	7										
4,211	July 1, 1886	1 23	2 23	7										
		3 18	4 18	7										
1,294	July 1, 1886	¹⁹ 26 18	¹⁹ 25 18	7	240,900	132	1	23 0	8 10	5	1	5		
		3 21	4 21	7			1	23 0	9 1					
10,345	July 1, 1886	3 21	4 21	7	.....	.....	1	21 9	6 0			
4,211	July 1, 1886	3 21	4 21	7										
2,978	July 1, 1886	453 22	452 22	7										
599	July 1, 1886	1 19	2 19	7	189,070	129.50	(29)	.....	.....	4	1	4
1,294	July 1, 1886	31 21.50	32 22	7	126,611	115.63	2	20 4½	7 11	3	1	3		
580	Mar. 22, 1886	22 16	23 16	6	20,422	94	1	13 3	7 4	1	1	1		
2,990	Feb. 11, 1885	22 14	23 20											
191	July 1, 1884	1 15	2 14½	6	31,425	102.90	1	10 0	4 6	1	1	1		
214	Mar. 20, 1884	2 24	1 24.96	6	98,545	125.92	393	15 2	7 3	2	1	³⁶²		
377	July 1, 1884	2 25.35	1 24.31	6	219,101	104.06	4	13 7	6 10	6	1	6		
							383	16 7	7 2					
558	July 1, 1884	2 25.75	1 26.31	6										
227	July 1, 1885	2 20.68	1 18.85	6										
900	July 1, 1884	2 28.95	1 28.05	6										
270	Feb. 15, 1886	2 19.66	1 20.35	6										

¹⁸ 39.95 miles of route 31009, between Shreveport, La., and Marshall, Tex., covered by New Orleans, La., and Marshall, Tex., R. P. O.

¹⁹ Trains 26 and 25 are between Sierra Blanca and El Paso, Tex.

²⁰ Distance on route 31011 (5.50 miles) covered by Texarkana, Ark., and Whitesborough, Tex., R. P. O., and route 31010 and distance on route 31009 (23 miles) covered by Texarkana, Ark., and El Paso, Tex., R. P. O.

²¹ 47.13 miles of route 31025, between Waco and Gatesville, Tex., covered by closed-ponch service. (See Table C.)

²² Cars shown under Cairo, Ill., and Texarkana, Ark., R. P. O.

²³ Texarkana, Ark., and El Paso, Tex., R. P. O., and Texarkana, Ark., and Houston, Tex., R. P. O., also run over 5.50 miles of route 31011, between Texarkana, Ark., and Park, Tex.

²⁴ 6.58 miles covered by Jacksonville and Tampa R. P. O.

²⁵ 1 car held in reserve.

²⁶ These clerks have relief every fifth week.

²⁷ Columbus and Middleport R. P. O. was extended to Charleston, W. Va., October 25, 1886 (increase in distance 70 miles), taking up and discontinuing the Charleston and Point Pleasant R. P. O., and making additional service over the Logan and Pomoroy R. P. O., between Middleport and Junction (n. o.), Ohio. June 9, 1887, Toledo, Thurston, and Columbus, and Columbus and Charleston R. P. O.'s, were consolidated, omitting that part of both lines between Columbus and Thurston, Ohio, which is covered by Zanesville and Columbus R. P. O.

²⁸ 3 cars in reserve.

²⁹ Balance covered by Zanesville and Columbus R. P. O., 29.58 miles.

³⁰ Covered by Logan and Pomoroy R. P. O., 11.19 miles.

TABLE A^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.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Toledo, Ohio, and Chicago, Ill.	9	344.99	Toledo, Ohio, Chicago, Ill. (D. S. and M. S.).	21095 (part)	(1)
Toledo and Cincinnati, Ohio	5	203.49	Toledo, Dayton, Ohio (Day. and Mich.).... Dayton, Cincinnati, Ohio (Cin., Ham. & Day.) Toledo, Columbus, Ohio. (Col., Hock. Val. and Tol.)	21023 21026 21053	142.38 59.38 124.57
Toledo and Findlay, Ohio	5	45.68	Toledo, Findlay, Ohio. (Tol. Col. and Son.)	21091	44.02
Toledo, Ohio, and Frankfort, Ind. ⁷	5	207.68	Toledo, Delphos, Ohio. (Tol., Cin. and St. Louis). Delphos, Ohio, Kokomo, Ind. (Tol., Cin. and St. Louis.) Kokomo, Frankfort, Ind. (Tol. Cin., and St. Louis).	21061 21065 22033	74.19 108.02 25.70
Toledo, Ohio, and La Fayette, Ind.	5	304.91	Toledo, Ohio, La Fayette, Ind. (Wab., St. Lou. and Pac.).	21019 (part)	(2)
Toledo and Mansfield, Ohio	5	87.13	Toledo, Mansfield, Ohio (Penna. Co.).....	21043	86.20
Toledo and Marietta, Ohio	5	263.00	Toledo, Zoar Station, Ohio (Wheel. and L. E.). Zoar Station, Marietta, Ohio. (Cleve. and Mar.).	1021030 (part) 21040	155.08 105.72
<i>Toledo, Ohio, and Saint Louis, Mo.</i>	5	437.93	Toledo, Ohio, Decatur, Ill. (Wab. St. Lou. and Pac.). Decatur, East St. Louis, Ill. (Wab., St. Louis and Pac.).	1121019 (part) 23023	205.32 (14)
Topeka and Fort Scott, Kans. ¹²	7	130.79	Topeka, Fort Scott, Kans. (K. N. and D.).	33060	130.79
Towanda and Bernice, Pa.	2	30.72	Towanda, Bernice, Pa. (State Line and Sullivan).	8060	23.68
Tower City and Lebanon, Pa.	2	42.20	Tower City, Lebanon, Pa. (P. and R.)....	8059	43.49
Townsend, Del., and Centreville, Md.	2	35.21	Townsend, Del., Centreville, Md. (P. W. B.).	10010	35.26
Tracy City and Cowan, Tenn.	5	21.08	Tracy City, Cowan, Tenn. (Nash., Chat. and St. Louis).	19010	20.25
Tracy, Minn., and Pierre, Dak.	6	255.69	Tracy, Minn., Pierre, Dak. (Chi. and No. West).	26031	255.71
Tracy, Minn., and Redfield, Dak.	6	164.14	Tracy, Minn., Redfield, Dak. (Chi. and No. West.).	1726014 (part)	164.14
Trenton and Adrian, Mich. ¹⁸	9	49.60	Trenton, Corbus, Mich. (L. S. and M. S.).... Corbus, Adrian, Mich. (L. S. and M. S.)....	1024036 (part) 24002 (part)	43.57 (2)
Trenton, Mo., and Leavenworth, Kans. ¹⁹	7	103.00	Trenton, Mo., Leavenworth, Kans. (C., R. I. and P.).	2027017 (part)	68.90
Turkey River and West Union, Iowa.	6	58.34	Turkey River, West Union, Iowa (Chi., Mh. and St. P.).	27039	58.01
Tyler and Lufkin, Tex.	7	89.61	Tyler, Lufkin, Tex. (K. and G. S. L.).....	31044	80.61
Umatilla and Huntington, Oreg.	8	218.04	Umatilla, Huntington, Oreg. (Oreg. Riv. and Navig. Co.).	44003	218.04
Union City, Ind., and Dayton, Ohio.	5	47.46	Union City, Ind., Dayton, Ohio (Day. and Union).	21022	47.32

¹ Shown in report of New York and Chicago R. P. O.² Clerks appointed to New York and Chicago R. P. O.³ Day line, 6 trips per week.⁴ 4 helpers on day line running over whole line.⁵ 4 helpers on night line running over whole line.⁶ Night line, 7 trips per week.⁷ 1 car in reserve.⁸ This line divides at Delphos, Ohio.⁹ Covered by Toledo and Saint Louis R. P. O. (205.32 miles).¹⁰ These clerks are appointed to the Toledo and Saint Louis R. P. O., and are shown with that line.¹¹ Closed-pouch service between Zoar Station and Bowerston, Ohio, (18.60 miles). (See Table C.)¹² Balance of route, La Fayette, Ind., to Quincy, Ill. (263.05 miles), covered by Sixth Division.¹³ Night line only.¹⁴ 1 clerk detailed as chief clerk at Toledo, Ohio; 1 clerk detailed to transfer duty at Fort Wayne, Ind.; 1 clerk detailed to transfer duty at La Fayette Ind.; 4 clerks run in apartment cars between Toledo, Ohio, and La Fayette, Ind.; 2 clerks run as helpers 3 days each week between Toledo, Ohio, and Attica, Ind. (224.50 miles).¹⁵ Covered by lines of Sixth Division (113.44 miles). This line, together with Toledo and La Fayette,

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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.		
		Train No. outward.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).				Length.	Width.
69,142	Mar. 9, 1884	25 26.62	22 25.24	6	153,364	122.40	2	20 0	9 0	4	2	(?)		
4,441	July 1, 1884	25 24.75	8 25.88	36	127,385	101.74	3	20 0	9 3	4	2	416		
5,577	July 1, 1884	25 29.69	8 26.38	6	148,545	-----	-----	-----	-----	-----	-----	-----		
798	July 1, 1884	1 29.69	28 30.97	7	78,494	125.39	2	15 9	0 0	2	1	2		
161	June 4, 1883	2 20.31	1 20.31	6	28,590	91.36	3	15 9	8 0	1	1	1		
798	July 1, 1884	1 18.52	2 18.52	6	130,008	104.84	2	12 0	5 6	4	1	4		
498	July 1, 1884	3 17.05	4 18	6	-----	-----	-----	-----	-----	-----	-----	-----		
259	July 1, 1884	3 15.42	4 19.27	6	-----	-----	-----	-----	-----	-----	-----	-----		
11,242	July 1, 1884	41 27.99	46 26.60	0	128,274	102.45	2	36 0	9 4	4	1	(?)		
433	July 1, 1884	12 26.52	1 28.73	0	54,543	87.13	1	20 0	8 7	2	1	2		
607	Mc'h. 15, 1886	5 24.48	6 26.29	6	164,638	131.50	3	15 7	8 10	4	1	4		
702	July 1, 1884	3 22.10	2 21.14	6	-----	-----	-----	-----	-----	-----	-----	-----		
11,242	July 1, 1884	43 18.95	42 19.09	7	319,689	145.98	3	60 0	9 8	6	5	139		
12,380	July 1, 1887	43 30.27	42 34.54	7	-----	-----	-----	-----	-----	-----	-----	-----		
162	Feb. 10, 1887	237 21	238 21	7	95,477	130.79	2	8 9 1/2	6 9 1/2	2	1	2		
76	July 1, 1885	11 14.95	14 14.95	0	19,231	61.44	1	7 11	8 8	1	1	1		
218	July 1, 1885	9 16.41	10 25.08	6	26,455	84.52	1	8 3	6 4	1	1	1		
369	July 1, 1885	101 25.18	180 25.80	6	22,041	70.42	1	11 10	6 7	1	1	1		
125	July 1, 1884	122 11.57	121 11.57	0	13,196	42.16	1	8 0	6 0	7	1	1		
2,327	July 1, 1887	1 23.78	2 23.23	7	186,654	127.84	2	24 0	9 3	4	1	160		
2,385	Mar. 30, 1887	1 23.45	2 21.64	6	102,752	109.43	1	24 0	9 3	3	1	3		
240	July 1, 1886	33 23.45	34 21.64	-----	-----	-----	1	16 0	7 6	-----	-----	-----		
674	July 1, 1884	121 25.41	120 26.67	6	31,050	99.29	1	8 8	6 9	1	1	1		
3,017	July 1, 1887	11 23	12 23	7	75,190	103	1	15 0	9 0	2	1	24		
454	July 1, 1887	29 18.12	30 16.11	6	36,521	116.68	1	11 1	7 1	1	1	1		
213	July 1, 1886	1 16.50	2 17	7	65,415	179.22	1	15 0	6 5	1	1	1		
2,393	July 1, 1886	6 16.39	5 15.57	7	159,169	155.36	2	24 10	9 1	3	1	3		
382	July 1, 1884	2 27.03	3 27.03	6	29,710	94.92	1	10 7	7 6	1	1	1		

LaFayette and Quincy, and Chicago, Decatur, and Saint Louis R. P. O's, forms double daily service between Toledo, Ohio, and Saint Louis, Mo.

- ¹⁵ New service; not reported last year.
- ¹⁶ Two helpers between Tracy, Minn., and Iroquois, Dak.
- ¹⁷ Balance of route (91.25 miles) covered by Winona and Tracy, Minn., R. P. O.
- ¹⁸ Runs on route 24002, Corbus to Adrian, Mich. (12.80 miles).
- ¹⁹ Balance of route (24.83 miles) covered by Adrian and Fayette R. P. O.

- ²⁰ Shown in report of Monroe and Adrian R. P. O.
- ²¹ Trenton, Mo., and Leavenworth, Kans., line is additional to Davenport, Iowa, and Atchison, Kans., R. P. O. between Trenton and Altamont (n. o.), Mo. (31 miles).
- ²² 267.16 miles of route 27017, between Davenport, Iowa, and Altamont (n. o.), Mo., covered by Davenport, Iowa, and Atchison, Kans., R. P. O.
- ²³ Two helpers between Trenton and Atchison Junction, Mo. (81 miles). These helpers also perform service on Atchison Junction, Mo., and Atchison, Kans., R. P. O.

TABLE A^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.	Miles of route for which railroad is paid.
Utica and Binghamton, N. Y.	2	<i>Miles.</i> 35.70	Utica, Norwich, N. Y. (D., L. and W.)..... Norwich, Chenango Forks, N. Y. (D., L. and W.). Chenango Forks, Binghamton, N. Y. (S., B. and N. Y.). Utica, Randolphville, N. Y. (N. Y., O. and W.)	6041 6040 6065 6057	53.99 26.31 (?) 31.50
Utica and Randolphville, N. Y.	2	31.47	Utica, Randolphville, N. Y. (N. Y., O. and W.)	34008 (part)	52.80 12
Valparaiso and Stromsburg, Nebr.	6	52.88	Valparaiso, Stromsburg, Nebr. (Om. and Rep. Vall.).	34008 (part)	52.80 12
Vanceborough and Bangor, Me.	1	114.44	Vanceborough, Bangor, Me. (Me. Cen.)...	12	114.86
Vicksburgh, Miss., and Shreveport, La.	4	174.00	Vicksburgh, Miss., Shreveport, La. (V. S. and P. R. R.).	36008	172.06
Villisca, Iowa, and Bigelow, Mo.	6	69.24	Villisca, Iowa, Burlington Junction, Mo. (Chi., Burl. and Qey.). Burlington Junction, Bigelow, Mo. (K. C., St. Jo. and C. Pe.).	27609 28044	37.68 32.11
Wabasha and Zumbrota, Minn.	6	59.20	Wabasha, Zumbrota, Minn. (Chi., Mil. and St. P.).	29022	59.24
Wadena and Fergus Falls, Minn.	6	53.36	Wadena, Fergus Falls, Minn. (North. Pac.).	*26642 (part)	51.95 26.02
Wadesborough, N. C., and Florence, S. C.	4	66.32	Wadesborough, N. C., Cheraw, S. C. (Ch. and Sals. R. R.). Cheraw and Florence, S. C. (Ch. and Flor. R. R.).	14014 14006	26.02 40.82
Waldo and Cedar Keys, Fla.	4	71.00	Waldo, Cedar Keys, Fla. (F. R. and N. Co.).	16001 (part)	971.00 7.42
Washington, D. C., and Charlotte, N. C.	3	382.04	Washington, D. C., Alexandria, Va. (Alex. and Wash.). Alexandria, Lynchburgh, Va. (Va. Midland). Lynchburgh, Danville Junction (n. o.), Va. (Va. Midland). Danville Junction (n. o.), Va., Charlotte, N. C. (Rich. and Dan.).	11002 11018 11016 11038	196.40 65.72 143.21
Washington, D. C., and Charlotte, N. C., short run.	3	172.98	Washington, D. C., Alexandria, Va. (Alex. and Wash.). Alexandria, Lynchburgh, Va. (Va. Midland).	..... .....	(1) (2)
Washington and Knoxville, Iowa.	6	77.94	Washington, Knoxville, Iowa (Chi., R. I. and Pac.).	27016	78.61
Washington, D. C., and Round Hill, Va.	3	53.35	Washington, D. C., Alexandria Junction (n. o.), Va. (Alex. and Wash.). Alexandria Junction (n. o.), Round Hill, Va. (W. and O. Div. Rich. and Dan.).	11018 (part) 11004 (part)	48.40 48.40
Washington, D. C., and Strasburgh, Va.	3	93.55	Washington, D. C., Alexandria, Va. (Alex. and Wash.). Alexandria, Manassas, Va. (Va. Midland).. Manassas, Strasburgh, Va. (Man. Div. Va. Midland).	11018 (part) 11002 (part) 11003	(1) (16) (16) 62.92

¹ One clerk relieves Utica and Randolphville clerk every third week.

² Cars and clerks shown on route 6041.

³ 11.27 miles covered by Oswego and Binghamton R. P. O.

⁴ In reserve.

⁵ On trains 1 and 14 the clerk does not run beyond Bonckville.

⁶ Relieved every third week by Utica and Binghamton R. P. O.

⁷ Double daily service, except Sunday.

⁸ Balance of route (37.62 miles) covered by Omaha, Nebr., and Marysville, Kans., R. P. O.

⁹ Balance of route (66.91 miles) covered by Fergus Falls, Minn., and Milnor, Dak., pouch service. (See Table "C.")

¹⁰ 84.15 miles reported as Fernan. and Orlando R. P. O.

¹¹ 2 of each in reserve. These cars in use between Washington, D. C., and Atlanta, Ga.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	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 (miles).	Train No. inward.					Average speed (miles).	Length.				Width.
<i>Lbs.</i>								<i>Ft.</i>	<i>In.</i>				
1,242	July 1, 1885	14 25.91	11 28.99	6	59,908	100.89	1	17	0	7	2	1	12
1,036	July 1, 1885	14 27.55	11 27.55	6	.....	.....	(²)	.....	.....	(²)	.....	.....
1,880	July 1, 1885	14 28.17	11 85.58	6	.....	.....	(²)	.....	.....	(²)	.....	.....
676	July 1, 1885	2 22.69	41 22.09	6	19,700	100.89	1	11	11	7	0	1	1
646	July 1, 1886	41 21.58	13 23.77	6	19,700	.....	1	12	6	7	2	1	1
6,599	July 1, 1887	53 25.34	54 23.47	6	33,103	105.76	1	13	5	6	6	1	1
882	July 1, 1886	64 24.01	71 25.35	6	71,639	114.44	2	40	0	9	0	2	8
555	July 1, 1887	2 24.45	11 21.73	6	71,639	.....	1	20	0	8	6	1	1
308	July 1, 1883	5 17	6 17	7	127,020	116.00	1	38	0	9	0	3	7
310	July 1, 1887	81 23.78	82 20.55	6	43,344	138.48	1	10	2	7	0	1	1
289	July 1, 1887	14 19.26	13 21.40	6	37,050	118.46	1	8	0	5	9	1	1
308	July 1, 1884	1 17.34	2 18.71	6	33,463	106.72	1	23	9	8	10	1	1
331	July 1, 1884	33 20.78	34 18.90	6	41,516	132.64	1	13	3	8	4	1	1
1,046	July 1, 1884	2 18	1 18	6	51,836	142.00	1	8	0	6	0	1	1
21,616	July 1, 1885	2 18	12 15	7	278,889	127.34	1	8	0	6	0	1	1
21,338	July 1, 1885	56 22.26	53 22.26	7	278,889	.....	16	50	0	8	9	6	3
14,964	July 1, 1885	52 22.26	51 22.26	7	.....	.....	16	60	0	9	0	6	3
14,436	July 1, 1885	50 27.61	53 29.24	7	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	52 28.40	51 24.85	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	50 24.52	53 28.28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	52 27.06	51 23.78	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	50 26.21	53 30.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	52 30.91	51 28.88	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	58 22.26	59 22.26	7	126,275	115.32	2	41	2	8	10	3	1
.....	.....	58 25.16	59 25.16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
703	July 1, 1887	5 23.58	6 21.94	6	48,790	155.88	1	22	6	9	4	1	1
21,616	July 1, 1885	141 18.00	142 18.00	6	1,397	106.70	2	16	0	6	2	1	1
573	July 1, 1885	141 21.06	142 21.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21,616	July 1, 1885	56 22.26	57 22.26	6	58,562	91.55	1	12	9	6	9	2	2
21,338	July 1, 1885	56 25.60	57 21.94	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
528	July 1, 1885	56 19.58	57 23.84	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

¹² 1 chief clerk as principal examiner; 2 to office superintendent third division; 1 transfer clerk, Charlottesville, Va.; 3 to short run, Washington, D. C., to Lynchburgh, Va.; 4 helpers on trains 52 and 53, Washington to Charlottesville; distance, 113.42 miles, daily.
¹³ 7.42 miles covered by the Washington and Charlotte R. P. O.
¹⁴ Short run of Washington and Charlotte R. P. O. clerks shown on that line.

¹⁵ 166.40 miles covered by the Washington and Charlotte R. P. O.
¹⁶ 4.80 miles covered by the Washington and Charlotte R. P. O.
¹⁷ 7.42 miles covered by the Washington and Charlotte R. P. O.
¹⁸ 25.60 miles covered by the Washington and Charlotte R. P. O.

TABLE A^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.	Miles of route for which railroad is paid.
<i>Washington, D. C., and Wilmington, N. C.</i>	3	362.38	Washington, D. C., Richmond, Va. (A. and W. and R. F. and P.).	11001	115.90
			Richmond, Petersburg, Va. (R. and P.). . . .	11008	23.29
			Petersburgh, Va., Weldon, N. C. (Petersburgh).	11009	64.00
			Weldon, Wilmington, N. C. (W. and W.). . .	13002	162.07
<i>Washington, D. C., and Wilmington, N. C., short run.</i>	3	116.93	Washington, D. C., Richmond, Va. (A. and W. and R. F. and P.). ²	11001	(?)
Watertown and Madison, Wis.	6	77.94	Watertown, Madison, Wis. (Chic. Mil. and St. P.).	25005	\$29.00
Watertown and Utica, N. Y. ?..	2	61.93	Watertown, Utica, N. Y. (R., W. and O.). . .	6027	91.77
Waycross, Ga., and Chattahoochee, Fla.	4	164.21	Waycross, Thomasville, Ga. (S. F. and W. Rwy.).	15018	\$104.19
			Thomasville, Climax, Ga. (S. F. and W. Rwy.).	15031	\$27.59
			Climax, Ga., Chattahoochee, Fla. (S. F. and W. Rwy.).	15044	32.17
Weeping Water and Lincoln, Nebr.	6	35.11	Weeping Water, Lincoln, Nebr. (Mo. Pac.).	34040	35.11
Wells River and Montpelier, Vt.	1	38.64	Wells River, Montpelier, Vt. (Mont. and W. Riv.).	2012	38.85
Wellsville, N. Y., and Bradford, Pa.	2	56.65	Wellsville, N. Y., Eldred, Pa. (B. E. and C.).	6045	33.18
			Eldred, Kinzua Junction, Pa. (B. B. and K.).	8133	14.25
			Kinzua Junction, Bradford, Pa. (B. B. and K.).	8132	\$10.34
West Lebanon, Ind., and Le Roy, Ill.	6	76.20	West Lebanon, Ind., Le Roy, Ill. (Hav., Rant. and East.).	23058	76.67
West Liberty and Council Bluffs, Iowa.	6	279.36	West Liberty, U. P. transfer, Iowa (Chi., R. I. and Pac.).	\$27014	279.10
West Point, Miss., Mobile, Ala.	4	232.99	West Point, Miss., Mobile, Ala. (M. and O. R. R.).	16004	\$234.10
West Point and Richmond, Va.	3	39.07	West Point, Richmond, Va. (R. Y. R. and C.).	11007	38.72
West Winsted and Bridgeport, Conn.	1	62.22	Winsted, Bridgeport, Conn. (Naugatuck).	5011	62.29
Wheeling and Point Pleasant, W. Va.	3	173.05	Wheeling, Point Pleasant, W. Va. (Ohio River).	12013	172.29
White Heath and Decatur, Ill.	6	29.70	White Heath, Decatur, Ill. (Champ. & Hav.).	23077	30.63
Whiting and Tuckerton, N. J. . . .	2	29.48	Whiting, Tuckerton, N. J. (Tuckerton). . . .	7032	\$29.79
Wichita and Cullison, Kans. ²⁵	7	90.41	Wichita, Kinross, Kans. (W. and W.).	33042	46.10
			Kinross, Cullison, Kans. (K. P. and W. J.). . .	33062	44.52
Wichita and Geneseo, Kans. ²⁶	7	87.72	Wichita, Hutchinson, Kans. (W. and C.). . . .	33034	47.23
			Hutchinson, Geneseo, Kans. (S., S. and E. P.).	33074	41.84
Williamsburgh, Mass., and New Haven, Conn.	1	85.50	Williamsburgh, Mass., New Haven, Conn. (New Hav. and North.).	5010	85.52
Willimantic and New Haven, Conn.	1	54.69	Willimantic, New Haven, Conn. (N. Y., N. H. and Hart.).	5014	54.96

¹ Chief clerk superintendent's office, Third Division; 1 chief clerk, Washington, D. C.; 5 detailed to office of General Superintendent R. M. S.; 2 detailed to office of superintendent Third Division; 2 transfer clerks, Washington, D. C.; 1 transfer clerk, Richmond, Va.; 2 helpers on trains 27 and 78, Washington to Richmond (116.93 miles) daily; 2 helpers on trains 27 and 78, Washington to Petersburg daily (140.32 miles); 4 helpers on trains 23 and 78, Washington to Richmond (116.93 miles) daily; 4 detailed to New York and Washington, train 23, Newark, N. J., to Washington, D. C. (218.71 miles), and 2 to same R. P. O. through (227.85

miles). These clerks make a separation of mails for connecting lines at Washington, D. C. ² Short run of Washington and Wilmington R. P. O.; cars and clerks shown on that line. ³ 116.93 miles shown on through run. ⁴ Clerks on train 15 return on train 14 daily (except Monday). ⁵ Half-trips. ⁶ Double daily service. ⁷ Short run Ogdensburgh and Utica R. P. O. ⁸ Clerk shown on Ogdensburgh and Utica R. P. O. ⁹ 58.92 reported as Albany and Thomas R. P. O. ¹⁰ 9.40 reported as Climax and Bainbridge R. R. (See Table C^a.)

in the United States on June 30, 1887—Continued.

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.	Amount miles of service with clerks.	Average miles run daily by crews.	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 (miles).					Train No. inward.	Average speed (miles).				Length.	Width.
19,326	July 1, 1885	23 26.88	78 24.04	7	264,537	144.05	8	50 0	8 9	5	2	160
14,840	July 1, 1885	27 31.45	14 29.22	7	264,537					5	2	
13,596	July 1, 1885	27 37.29	14 34.50									
11,291	July 1, 1884	23 29.28	78 28.15									
19,320	July 1, 1885	27 32.97	14 29.51									
		23 28.90	78 27.66									
		27 37.68	14 33.97									
		4 15 24.94		56	36,599	116.93	(2)			2	2	(7)
1,267	July 1, 1887	23 26.90	24 30.00	6	24,289	311.76	1	11 0	7 6	1	1	1
		27 21.27	28 27.53	6	24,289		1	16 8	7 7			
1,074	July 1, 1885	202 26.85	205 24.46	6	57,548	151.14	1	20 0	6 0	1	1	(8)
1,074	July 1, 1884	7 .30	8 .36	7	119,873	109.47	2	17 4	8 9	3	1	3
884	July 1, 1884	7 .25	8 .23									
1,030	July 1, 1884	7 .27	8 .32									
252	Feb. 14, 1887	103 22.17	104 23.41	7	25,630	70.22	1	16 4	6 10	1	1	1
697	July 1, 1885	8 22.92	1 20.83	6	24,188	77.28	1	12 0	6 7	1	1	1
344	July 1, 1885	2 18.09	3 18.09	6	35,463	113.30	1	9 10	6 11	1	1	1
389	July 1, 1885	2 17.10	3 18.99	6			(11)			(11)		
220	July 1, 1885	2 17.72	3 15.51	6			(11)			(11)		
							132	9 7	6 11			
								8 6	5 2			
183	July 1, 1887	1 13.69	2 13.69	6	48,463	152.40	1	12 0	5 9	1	1	1
							1	9 3	6 6			
6,180	July 1, 1887	3 22.78	4 24.63	7	203,033	139.68	(15)			4	2	1617
		1 23.26	2 25.76	7	203,033	139.68				4	2	
1,320	July 1, 1884	1 20	2 21	7	170,083	116.40				4	1	197
438	July 1, 1885	50 22.98	51 22.98	6	24,458	78.14	1	10 6	6 8	1	1	1
1,857	July 1, 1885	5 23.30	10 24.05	6	38,950	93.33	1	15 1	6 10	1	1	203
		15 23.44	16 24.59	6	38,950		1	15 1	6 10	1	1	
		1 20.56	2 20.97	6	108,329	115.36	2	15 9	8 6	3	1	3
							131	5 10	5 3			
315	July 1, 1887	3 11.85	4 12.67	6	18,592	59.40	1	9 9	6 11 1/2	1	1	1
292	July 1, 1885	28 28.28	21 25.09	6	18,454	117.92	1	3 0	6 11	1	1	1
		18 27.84	9 26.59	6	23 18,454		(24)			(24)		
843	July 1, 1886	1 24	4 24	6	56,597	90.41	2	12 0	7 7	2	1	2
528	Feb. 21, 1887	1 22	2 22	6								
359	Nov. 5, 1886	21 24	22 24	7	64,036	175.44	1	16 7	6 11	1	1	1
		21 24	22 24	7								
1,539	July 1, 1885	53 29.04	22 29.38	6	53,579	114.12	1	15 4	6 7	3	1	3
		55 25.63	10 28.38	6	53,579		1	14 10	6 10			
							1	9 9	6 7			
3,481	July 1, 1885	10 27.69	1 28.66	6	34,235	109.38	131	10 6	6 8	1	1	1
							1	10 8	6 10			

11 Cars and clerks shown on route 6049.
 12 15.84 miles covered by closed-pouch service. (See Table C.)
 13 In reserve.
 14 Balance of route (38.85 miles) covered by Chicago, Ill., and West Liberty, Iowa, R. P. O.
 15 Railway post-office cars run through between Chicago, Ill., and Union Pacific transfer, Iowa, covering this line. (See Chicago, Ill., and West Liberty, Iowa, R. P. O.)
 16 1 clerk detailed to transfer duty at Des Moines, Iowa.
 17 231.79 reported as Cairo and West Point R. P. O.

18 See Cairo and West Point R. P. O.
 19 3 helpers.
 20 1 clerk detailed as relief on this line and New Haven and New York R. P. O.
 21 Reserve car.
 22 7.50 miles covered by closed pouch service. (See Table C.)
 23 Double daily service, except Sunday.
 24 Car and clerk shown on trains 28 and 21.
 25 Reported last year as Wichita and Kungman, Kans.; distance increased 41.31 miles.
 26 New service; not reported last year.

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, and northwest to southeast (with abbreviated title of railroad company).	Number of routes.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>Williamsport, Pa., and Baltimore, Md.</i>	2	179.83	Williamsport, Sunbury, Pa. (No. Central) Sunbury, Pa., Baltimore, Md. (No. Central)	8006 10002	40.96 138.01
Williamsport and Erie, Pa.	2	249.68	Williamsport, Erie, Pa. (Penna.)	8022	248.75
Williamsport and Gazzam, Pa.	2	141.34	Williamsport, Jersey Shore, Pa. (Beech Creek). Jersey Shore, Gazzam, Pa. (Beech Creek)	8150 (part) 8112	(*) 116.91
Williamsport and Port Clinton, Pa.	2	121.77	Williamsport, Port Clinton, Pa. (P. and R.)	8014	122.97
Williamston and Rocky Mount, N. C.	3	50.46	Tarborough, Williamston, N. C. (Albemarle and Raleigh). Rocky Mount, Tarborough, N. C. (Wilm. and Weldon).	13020 12015	33.37 17.90
<i>Wilmington, N. C., and Jacksonville, Fla.</i>	4	494.14	Wilmington, N. C., Florence, S. C. (W. C. and A. R. R.). Florence, Charleston, S. C. (N. E. R. R. of S. C.). Charleston, S. C., Savannah, Ga. (C. and S. Rwy.). Savannah, Ga., Jacksonville, Fla. (S., F. and W. Rwy.).	14002 (part) 14005 14004 15000	110.30 102.00 115.00 171.50
Wilmington, Del., and Landenburgh, Pa.	2	20.38	Wilmington, Del., Landenburgh, Pa. (Balt. and Ohio).	9505	19.48
Wilmington and Rutherfordton.	3	268.70	Wilmington, Charlotte, N. C. (Car. Central). Charlotte, Rutherfordton, N. C. (Car. Central).	13003 13008	188.52 82.81
Wilson and Fayetteville, N. C.	3	74.44	Wilson, Fayetteville, N. C. (At. Coast Line).	13027	74.02
Winchendon and Palmer, Mass.	1	49.84	Winchendon, Palmer, Mass. (Bos. and Albany).	3030	50.18
Winchendon and Worcester, Mass.	1	38.05	Winchendon, Worcester, Mass. (Bos., B. and Gard.).	3057	(12)
Winona and Tracy, Minn.	6	229.43	Winona, Saint Peter, Minn. (Win. and St. Peter). Saint Peter, Tracy, Minn. (Win. and St. Peter).	26015 1726014 (part)	139.30 91.25
Worcester, Mass., and Norwich, Conn.	1	59.72	Worcester, Mass., Norwich, Conn. (N. Y. & N. Eng.).	5001	59.68
Worcester, Mass., and Providence, R. I.	1	44.14	Worcester, Mass., Providence, R. I. (Prov. and Wor.).	4001	43.92
Worthington, Minn., and Sioux Falls, Dak.	6	62.50	Worthington, Minn., Sioux Falls, Dak. (Chi., St. P., Minn. & Om.).	1926020 (part)	62.72
Xenia, Ohio, and Richmond, Ind.	5	58.35	Xenia, Dayton, Ohio (Pitts., Cin. and St. Lon.). Dayton, Ohio, Richmond, Ind. (Pitts., Cin. and St. Lon.).	21011 21030	16.77 42.13
Yates City and Rushville, Ill.	6	63.95	Yates City, Rushville, Ill. (Chi., Burl. and Q'cy).	23008	63.04
York and Peach Bottom, Pa.	2	40.67	York, Peach Bottom, Pa. (York and P. B.).	8092	40.59
Ypsilanti and Hillsdale, Mich.	9	62.14	Ypsilanti, Hillsdale, Mich. (L. S. & M. S.).	24024	62.14

¹ 1 clerk, transfer duty at Williamsport, Pa. One helper Harrisburg and Williamsport and return.

² Cars and clerks shown on route 6006.

³ In reserve.

⁴ 1 clerk in Sheffield and Erie R. P. O.

⁵ 15.80 miles covered by Geneva and Williamsport R. P. O. Car and clerk shown on route 8130.

⁶ 83 miles reported as Florence and Augusta R. P. O.

⁷ 3 reserve cars.

⁸ Department pays for one line 50-foot and one line 40-foot cars.

¹⁰ 1 chief clerk, Charleston, S. C. 1 assistant to chief clerk, Charleston, S. C. 1 transfer clerk, Jacksonville, Fla. 1 transfer clerk, Yemassee, S. C. 4 helpers.

in the United States on June 30, 1887—Continued.

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.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office car, in black figures).		Number of clerks.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
		Ft. In.		Ft. In.										
1,388	July 1, 1885	4 28.00	3 24.57	6	112,574	119.80	2	40 0	8 4	3	4	14		
11,371	July 1, 1885	4 24.71	3 23.65	6	-----	-----	(²)	40 0	8 4	(²)				
1,383	July 1, 1885	3 28.15	4 24.07	6	150,300	124.84	4	15 0	8 4	4	1	45		
803	July 1, 1885	15 20.16	10 21.06	6	88,479	141.34	2	15 0	8 4	2	1	2		
132	July 1, 1885	15 18.91	16 21.75	6	-----	-----	(⁶)	12 0	9 0	2	1	2		
376	July 1, 1885	4 23.77	1 22.53	6	76,228	121.77	2	15 0	8 4	2	1	2		
148	July 1, 1885	22 14.60	21 14.14	-----	31,588	100.02	1	7 6	6 8	1	1	1		
432	July 1, 1884	*22 14.36	21 15.69	-----	-----	-----	-----	-----	-----	-----	-----	-----		
6,781	July 1, 1884	27 36 23 27	14 30 78 28	7 7	360,722 360,722	141.18 164.71	4, 98 91	49 9 42 6	8 10 9 5	7 6	1	1039		
8,326	July 1, 1884	27 36 23 27	14 30 78 25	-----	-----	-----	92	42 2	8 0	-----	-----	-----		
7,191	July 1, 1884	27 28 35 26	14 30 66 28	-----	-----	-----	91	44 4	8 0	-----	-----	-----		
7,442	July 1, 1884	27 34 5 16	12 34 6 19	-----	-----	-----	-----	-----	-----	-----	-----	-----		
72	July 1, 1885	123 17.97	128 15.58	6	12,768	40.76	1	7 6	6 10	1	1	1		
512	July 1, 1884	1 20.86	2 20.66	6	168,206	179.13	2	16 0	9 0	4	1	4		
490	Feb. 16, 1887	1 17.22	2 17.28	-----	-----	-----	1	14 3	9 0	-----	-----	-----		
128	Dec. 1, 1886	51 20.13	50 21.13	6	46,599	148.88	1	10 0	7 0	1	1	1		
390	July 1, 1885	400 15.68	453 24.10	6	31,262	99.88	102	10 0	6 0	1	1	1		
1,104	July 1, 1885	505 24.66	508 24.12	6	23,819	76.10	-----	(¹³)	(¹³)	1	1	142		
5,064	July 1, 1887	3 20.97	4 22.07	6	143,623	114.71	102	35 4	9 3	4	1	166		
2,385	July 1, 1887	3 24.33	4 26.07	-----	-----	-----	-----	-----	-----	-----	-----	-----		
1,313	July 1, 1885	6 20.42	9 22.08	6	37,385	119.44	1	12 2	7 0	1	1	1		
1,692	July 1, 1885	8 20.04 36 22.63	7 22.63 33 21.69	6 6	27,632 27,632	88.28	1 1	16 4 16 4	6 8 6 8	2 2	1	2		
462	July 1, 1887	21 20.91	22 21.08	6	39,125	125.00	161	16 7	6 8	-----	-----	-----		
1,258	July 1, 1884	9 25.15	6 18.84	6	36,527	116.70	1	11 9 11 7	9 4 9 4	1	1	1		
1,005	July 1, 1884	9 24.07	6 26.61	6	-----	-----	201	14 4	7 5	-----	-----	-----		
922	July 1, 1887	53 21.31	54 19.18	6	40,033	127.90	1	19 2	8 10	1	1	1		
309	July 1, 1885	5 15.21	2 15.21	-----	25,459	81.34	1	19 4 12 0	8 10 6 7 1/2	1	1	1		
851	July 1, 1884	153 23.05	154 24.44	6	38,900	124.28	1	8 7 13 8	7 0 7 6	1	1	1		
				6	-----	-----	1	8 8	6 9	1	1	1		

¹¹ One of these cars is a reserve.¹² Covered by Peterborough and Worcester R. P. O., 37.67.¹³ The cars used on this line are also used on Peterborough and Worcester R. P. O., shown in column 14 that line.¹⁴ 1 clerk detailed as transfer clerk at Worcester, Mass.¹⁵ Whole cars.¹⁶ 2 helpers between Winona and Kasson, Minn.¹⁷ Balance of route (164.14 miles) covered by Tracy, Minn., and Redfield, Dak., R. P. O.¹⁸ Reserve car.¹⁹ Balance of route (39.65 miles) covered by Sioux Falls and Salem, Dak., punch service. (See Table C'.)²⁰ Reserve.

TABLE A^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.	Miles of route for which railroad is paid.
Zanesville and Columbus, Ohio ¹	5	<i>Miles.</i> 68.11	Zanesville, Darlington (n. o.), Ohio (Cin. and Muskingum Val.). Darlington (n. o.), Fultonham, Ohio (Cols. and East.). Fultonham, Thurston, Ohio (Cols. & East.). Thurston, Columbus, Ohio (Tol. and Ohio Cent.).	21029 (part) ----- (5) *21009 *21008 (part) 21100	(9) (5) 27.64 29.58 28.50
Zanesville and McConnellsville, Ohio. ⁵	5	28.75	Zanesville, McConnellsville, Ohio (Zanes. and Ohio River).		

¹ R. P. O. service established between Redfield and Columbus, Ohio, July 27, 1886; distance 62.30 miles; January 24, 1887, extended to Zanesville, Ohio; increase in distance 11.00 miles. Omitting that part of route between Fulton-

ham and Redfield, Ohio, which is covered by closed pouches; distance 6.12 miles.
* Covered by Dresden and Cincinnati R. P. O., 4.50 miles.

TABLE A^a.—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 postal clerks appointed to railway lines.	Distance in miles run by clerks from register to register.	Miles of railroad over which clerks run.
First	73	188	369	407	7,184.24	5,097.19
Second	156	329	555	642	14,328.90	11,804.69
Third	52	153	244	275	6,827.58	5,976.60
Fourth	83	215	313	344	12,076.14	11,487.87
Fifth	118	405	746	803	19,832.75	16,150.23
Sixth	223	631	974	1,040	33,745.17	31,639.71
Seventh	135	413	654	*668	23,088.83	21,962.19
Eighth	72	105	126	137	6,779.61	6,340.85
Ninth	41	151	448	482	7,195.31	6,150.70
Total	913	2,610	4,403	4,798	190,958.53	116,660.12
Total as per report for fiscal year ended June 30, 1889. . .	871	2,472	4,126	4,512	123,745.15	110,672.30
Increase	42	138	277	286	7,213.38	5,987.82

* Including 4 acting clerks not borne on rolls of the Department.

Total miles of railroad route (including distances from depots to post-offices).....	130,858.53
Total miles of railroad route over which railway postal clerks run.....	116,660.12
Total miles of railroad route upon which there is no railroad service by postal clerks..	14,350.05
Total annual miles of railway postal service by clerks (by crews).....	107,067,643
Total annual miles of railway service, express mail and closed-pouch service.....	62,622,222
Average annual distance run by postal clerks (by crews).....	41,221

in the United States on June 30, 1887—Continued.

Average weight of mail whole distance per day.	Date of last road/adjustment.	Average speed per hour (train numbers taken from division[s]chedules)		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	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.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).				Length.	Width.
Lbs.	July 1, 1884	55 24.54	53 22.50	6	37,580	136.22	2	<i>Ft.</i> 12 0	<i>In.</i> 7 0	1	1	1
	.....	55 30.	52 26.	6								
97	Feb. 9, 1885	55 27.18	52 26.75	6								
538	July 1, 1884	55 27.30	52 26.89	6								
430	Mar. 14, 1887	2 18.09	3 18.09	6	4,858	67.00	1	7 0	6 0	1	1	1

- * Distance 6.50 miles; contract route not yet established by Department.
- † Balance of route covered by Toledo & Charleston R. P. O., distance 36 47 miles.
- ‡ Balance of route Frittonham to Redfield, Ohio, 6.12 miles, covered by closed-pouch service. (See Table C^c.)
- § R. P. O. service established on this line March 24, 1887.

in the United States on June 30, 1887—Continued.

RECAPITULATION.

Annual miles of service performed by crews.	Numbers of cars and apartments.					Total number of letters and pieces of ordinary mail matter handled.	Total number of 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.			
6 108 658	22	2	114	52	190	455,635,755	1,151,183	71,854
12 149 980	37	23	211	118	409	730,048,880	2,511,205	134,098
5 898 475	33	9	73	19	133	299,048,780	1,040,481	67,503
9 981 262	32	7	143	22	204	419,665,270	1,373,504	88,364
16 348 147	31	12	227	64	334	1,024,895,900	2,147,072	169,529
25 742 913	96	17	324	67	504	1,191,179,190	3,401,074	123,082
19 302 512	40	9	242	42	333	937,670,340	2,308,230	125,053
4 836 913	18	1	53	3	75	181,870,310	899,187	32,737
6 568 783	33	10	69	11	123	594,806,460	921,543	137,493
107,067,643	342	90	1,476	397	2,305	5,834,690,875	15,752,569	950,613
100,923,910	350	85	1,362	407	2,204	5,329,521,475	15,525,996	798,571
6,143,733	*8	5	114	*10	101	503,169,400	226,571	152,042

* Decrease.

Total number of letters, pieces of ordinary mail, registered packages, through registered pouches, and inner registered sacks handled	5,851,394,057
Total number of errors in distribution	1,734,017
Average annual number of errors made by each postal clerk	892
Average daily miles run by each postal clerk at work on line	13,033

TABLE B^b.—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.
Arkansas City, Ark., and Vicksburgh, Miss.	4	29098	Arkansas City, Ark., Vicksburgh, Miss.	.....	198.75
Baltimore and Benedict, Md.	3	10098	Baltimore, Benedict, Md.	Henry Williams	122.00
Baltimore and Crisfield, Md.	3	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.	3	11089	Baltimore, Freeport, Md.	Maryland Steamboat Company.	200.00
Baltimore, Md. and Norfolk, Va.	3	11090	Baltimore, Md., Norfolk, Va.	Baltimore Steam packet Company.	200.00
Baltimore and Salisbury, Md.	3	10088	Baltimore, Salisbury, Md.	Maryland Steamboat Company.	140.00
Bayou Sara, La., and Baton Rouge, La.	4	30095	Bayou Sara, La., Baton Rouge, La.	.....	82.00
Cairo, Ill., and Elmot, Ark.	7	28099	Cairo, Ill., Elmot, Ark.	Jno. A. Sondder	173.00
Cape Charles and Norfolk, Va.	2	11094	Cape Charles, Va., Norfolk, Va.	New York, Philadelphia and Norfolk R. R. Company.	88.00
Demopolis, Ala., and Mobile, Ala.	4	17098	Demopolis, Ala., Mobile, Ala.	.....	240.00
Evansville, Ind., and Paducah, Ky.	5	20099	Evansville, Ind., Paducah, Ky. (Ohio river).	F. Hopkins	150.65
Falsonia, Miss., and Vicksburgh, Miss.	4	18099	Falsonia, Miss., Vicksburgh, Miss.	.....	300.00
Geneva and Watkins, N. Y.	2	6985	Geneva, Watkins, N. Y.	Seneca Lake Steam Navigation Company.	48.50

in the United States at any time during the year ended June 30, 1887.

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.	Average miles run daily by crews.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices etc.,
			Length, feet and inches.	Width, feet and inches.					
62, 109	3	3	8 8	7 8	2	1	85.87	2	Makes all connections at Greenville and Vicksburg, Miss. Looked ponches between Greenville, Miss., and Arkansas City, Ark.
25, 584	2	1	13 0	5 0	1	1	123.00	1	Connects at Baltimore with lines centering at that point.
71, 260	6	2	9 0	10 0	4	1	119.25	4	Service on this route is performed between Baltimore, 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.
85, 280	2	1	9 2	7 6	2	1	293.50	2	Connects at Baltimore with lines centering at that point, and at Fredericksburgh with Fredericksburgh and Orange, and Washington and Wilmington R. P. O's. One additional trip per week between Baltimore and Tappahannock, distance 233 miles.
41, 600	2	1	10 0	3 0	1	1	200.00	1	Connects at Baltimore with lines centering at that point.
125, 200	6	1	10 6	7 0	2	1	200.00	2	Connects at Baltimore and Norfolk with lines centering at those points.
43, 680	3	1	6 2	10 3	1	1	140.00	1	Connects at Baltimore with lines centering at that point and at Salisbury with Philadelphia and Crisfield R. P. O.
20, 032	6	1	8 0	4 0	1	1	64.00	1	Connects New Orleans and Marshall, and Memphis and New Orleans, R. P. O's, at Baton Rouge, La.
54, 149	3	5	8 4	7 0	2	1	89.50	2	Connects at Cairo, Ill., with Cairo, Ill., and Poplar Bluff, Mo.; Cairo, Ill., and Texarkana, Ark.; Cairo, Ill., and West Point, Miss.; Cairo, Ill., and New Orleans, La.; Centralia and Cairo, Ill.; Saint Louis, Mo., and Cairo, Ill., Vincennes, Ind., and Cairo, Ill., and Paducah, Ky., and Cairo, Ill.—river line—R. P. O's; at Columbus, Ky., with Saint Louis, Mo., and Columbus, R. P. O's; at Hickman, Ky., with Nashville, Tenn., and Hickman, Ky., R. P. O's and Elmot, Ark., with Gold-dust and Memphis, Tenn., R. P. O.—river line.
23, 788	6	1	8 0	7 0	1	1	76.00	1	Connects Peninsular Junction and Cape Charles R. P. O.; Norfolk and Lynchburgh R. P. O.; Norfolk and Raleigh R. P. O.; Norfolk and Edenton, R. P. O.; Norfolk and Richmond, R. P. O.; Norfolk, Newport News and Richmond, R. P. O.
24, 960	1	1	6 0	5 0	1	1	80.00	1	Connects at Demopolis with Selma and Meridian R. P. O. Makes all connections at Mobile, Ala.
94, 307	6	3	9 2	6 4	2	1	150.05	2	Connects at Evansville, Ind., with Nashville and Saint Louis, Jasper and Evansville, Louisville and Evansville, Peoria and Evansville, Terre Haute and Evansville, Terre Haute, Washington, and Evansville R. P. O's; at Henderson, Ky., with Nashville and Saint Louis R. P. O.; at Mount Vernon, Ind., with Nashville 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. One boat in reserve.
21, 736	1	1	(¹)	(¹)	2	1	70.00	1	¹ Mail carried in cabin.
27, 231	6	1	8 10	8 02	2	1	87.00	2	² Nominal salary, officer of boat.
		1	8 02	6 03					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., Lyons and Sayre R. P. O.
		1	6 06	4 06					
		1	6 06	5 02					

TABLE B^b.—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.
Golddust and Memphis, Tenn.	7	29099	Gold-dust, Memphis, Tenn.	James Lee.....	106.50
Greenwood, Miss., and Vicksburgh, Miss.	4	18100	Greenwood, Miss., Vicksburgh, Miss.	.....	242.00
Franklin, Va., and Edenton, N. C.	3	13097	Edenton, N. C., Franklin, Va.	Albemarle Steam Navigation Company.	108.00
Gallipolis, Ohio, and Huntington, W. Va.	3	21150	Gallipolis, Ohio, Huntington, W. Va.	William Bay.....	45.50
Jamestown and Mayville, N. Y.	2	7520	Jamestown, Mayville, N. Y.	Chautauqua Lake Steamboat Company.	21.00
Johnsonville, Tenn., and Waterloo, Ala.	5	19097	Johnsonville, Tenn., Waterloo, Ala. (Tennessee river.)	W. G. Brown.....	148.00
Louisville, Ky., and Evansville, Ind.	5	20097	Louisville, Ky., Evansville, Ind. (Ohio river.)	W. C. Hite.....	217.72
McConnellsville and Marietta, Ohio.	5	21147	McConnellsville, Marietta, (Muskingum river.)	K. M. Armstrong.....	46.99
Memphis, Tenn., and Arkansas City, Ark.	4	29097	Memphis, Tenn., Arkansas City, Ark.	.....	252.50
Memphis, Tenn., and Friars Point, Miss.	4	29098	Memphis, Tenn., Friars Point, Miss.	.....	111.00
Natchez, Miss., and Bayou Sara, La.	4	30092	Natchez, Miss., Bayou Sara, La.	.....	119.00
New Orleans, La., and Port Eads, La.	4	30100	New Orleans, La., Port Eads, La.	.....	128.00
New Orleans, La., and Port Vincent, La.	4	30097	New Orleans, La., Port Vincent, La.	.....	105.00

in the United States at any time during the year ended June 30, 1887—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.	Average miles run daily by crews.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, etc.
			Length, feet and inches.	Width, feet and inches.					
33,385	3	1	7 0	6 0	1	1	106.50	1	Connects at Elmot, Ark., with Cairo, Ill., and Elmot, Ark., R. P. O., river line; at Memphis, Tenn.; with Chattanooga and Memphis, Tenn.; Bowling Green, Ky., and Memphis, Tenn.; Paducah, Ky., and Memphis, Tenn.; Kansas City, Mo., and Memphis, Tenn.; Memphis, Tenn., and Little Rock, Ark.; Memphis, Tenn., and Grenada, Miss.; Memphis, Tenn., and New Orleans, La.; Memphis, Tenn., and Tupelo, Miss.; Memphis, Tenn., and Arkansas City, Ark., river line; and Memphis, Tenn., and Friar's Point, Miss., river line, R. P. O's.
25,168	1	1	(¹)	(¹)	* 1	1	80.50	1	¹ Mail carried in cabin. ² Nominal salary, officer of boat.
33,696	3	1	8 2	6 9	1	1	108.00	1	Connects at Edenton with Norfolk and Edenton R. P. O., and at Franklin with Norfolk and Raleigh R. P. O.
28,483	6	1	8 3	6 0	1	1	91.00	1	Connects at Huntington with Clifton Forge and Ashland R. P. O.
4,382	12	1	12 01	9 07	(²)	(²)	84.00	(²)	¹ Service for two months only. ² One acting clerk additional. Connects Buffalo and Pittsburgh R. P. O.; Buffalo and Kent R. P. O.
30,784	2	4	5 6	5 6	4	1	25.00	4	Connects at Johnsonville, Tenn., with Nashville and Hickman R. P. O. These clerks are also clerks of the steamboats on which they run. Two boats in reserve.
136,293	6	3	9 3	6 2	3	1	145.18	3	Connects at Louisville, Ky., with Chicago and Louisville, Cincinnati and Louisville, Cincinnati and Nashville; Vernon and Louisville, Cincinnati and Nashville; Louisville and Bardstown, 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 branch of Louisville, Evansville and Saint Louis Railroad; at Owensboro, Ky., with Owensboro', and Russellville R. P. O.; at Evansville, Ind., with Evansville and Paducah, Nashville and Saint Louis, Jasper and Evansville, Peoria and Evansville, Terre Haute and Evansville, and Terre Haute, Washington and Evansville R. P. O's.
42,378	6	1	6 0	5 6	1	1	92.78	1	This line was formerly the Zanesville and Marietta R. P. O. (steamboat service). March 24, 1887, curtailed to end at McConnellsville, Ohio. Decrease in distance 29.25 miles. R. P. O. service established between Zanesville and McConnellsville, Ohio. See Zanesville and McConnellsville R. P. O. (Table A ^s). Clerk makes six round trips between Marietta and Meeting Point, near McConnellsville, Ohio. Transfers mail from north to south bound boat. Connects at Marietta, Ohio, with Grafton and Cincinnati, Parkersburg and Cincinnati, Toledo and Marietta, and Marietta and Amesville R. P. O's.
52,526	2	2	6 0	6 0	1	1	168.33	1	Makes all connections at Memphis, Tenn. Connects Fort Smith and Leland R. P. O. at Arkansas City, Ark.
34,632	3	2	6 0	6 0	1	1	111.00	1	Makes all connections at Memphis, Tenn.
34,430	3	1	7 9	6 6	1	1	110.60	1	Makes all connections at Natchez, Miss.
62,283	16	2	6 0	8 0	2	1	89.50	2	¹ 79.60 miles, New Orleans to Buras, La., six times a week; 37.60 miles, Buras to Port Eads, La., three times a week; 12.00 miles, side supply, Pilot Town, La., one time a week. Makes all connections at New Orleans, La.
21,919	2	1	(¹)	(¹)	1	1	70.00	1	¹ Mail carried in cabin. Makes all connections at New Orleans, La.

TABLE B^b.—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.
Norfolk and Richmond, Va.	3	11089	Norfolk, Richmond, Va...	Virginia Steamboat Company.	150.00
Paducah Ky., and Cairo, Ill.	5	20100	Paducah, Ky., Cairo, Ill. (Ohio river).	F. Hopkins	51.21
Palatka, Fla., and Drayton Island, Fla.	4	10080	Palatka, Fla., Drayton Island, Fla.	.....	49.00
Parkersburg, W. Va., Pomeroy, Ohio.	3	12099	Parkersburg, W. Va., Pomeroy, Ohio.	J. W. Williams and E. F. Maddy.	87.50
Portland and Astoria, Oreg.	8	44100	Portland, Astoria, Oreg...	Oregon Railway and Navigation Company.	120.00
Portsmouth and Cincinnati, Ohio.	5	21149	Portsmouth, and Cincinnati, Ohio (Ohio river).	Cincinnati, Portsmouth, Big Sandy and Pomeroy Packet Company.	123.67
Port Townsend and Tacoma, Wash.	8	43099	Tacoma, Port Townsend, Wash.	Washington Steamboat and Transportation Company.	87.00
Rome, Ga., and Gadsden, Ala.	4	17100	Rome, Ga., Gadsden, Ala.	.....	155.00
Sehome and Port Townsend, Wash.	8	43097	Port Townsend, Sehome, Wash.	J. C. Brittain	140.00
Selma, Ala., and Mobile, Ala.	4	17097	Selma, Ala., Mobile, Ala.	.....	308.00
Ticonderoga and Lake George, N. Y.	2	6984	Ticonderoga, Lake George, N. Y.	Champlain Transportation Company.	40.00
Vicksburgh, Miss., and Natchez, Miss.	4	30091	Vicksburgh, Miss., Natchez, Miss.	.....	100.00
Vicksburgh, Miss., and New Orleans, La.	4	30096	Vicksburgh, Miss., New Orleans, La.	.....	408.00
Whatcom and Seattle, Wash.	8	43098	Seattle, Whatcom, Wash..	Oregon Railway and Navigation Company.	128.00

in the United States at any time during the year ended June 30, 1887—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.	Average miles run daily by crews.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, etc.
	Length, feet and inches.	Width, feet and inches.									
47, 112	3	1	9 8	2 2	1	1	150.00	1	Connects at Norfolk and Richmond with lines centering at those points.		
32, 057	6	1	6 0	6 0	1	1	102.42	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 Elmont, Cairo and Poplar Bluffs, Cairo and Texarkana, Cairo and West Point, Centralia and Cairo, Saint Louis and Cairo, and Cairo and Vincennes R. P. O.'s.		
20, 040	6	1	(¹)	(¹)	1	1	80.00	1	¹ Mail carried in cabin. Connects Jacksonville and Tampa R. P. O. at Palatka, Fla.		
54, 775	6	1	10 0	5 8	...	...	87.50	1	This line discontinued March 7, 1887, service being taken up by the Wheeling and Point Pleasant R. P. O.
75, 120	6	2	14 8	6 6 8 3	2	1	120.00	2	Connects at Kalama, Wash., with Tacoma and Portland R. P. O.; at Portland, Oreg., with Helena and Portland R. P. O., Portland and Ashland R. P. O., Portland and Coburg R. P. O., and Portland and Corvallis R. P. O.		
60, 581	6	1	8 0 6 6	6 6 6 3	2	1	97.08	2	One clerk makes three round trips per week between Portsmouth and Cincinnati, Ohio, and one clerk makes three round trips per week between Maysville, Ky., and Cincinnati, 65.50 miles; 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. 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, Dodds 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, and Toledo and Cincinnati R. P. O.'s.		
54, 462	6	2	14 12	7 0 7 6	2	1	.87	2	Connects at Tacoma with Tacoma and Portland R. P. O., and at Port Townsend with Sehome and Port Townsend R. P. O., at Seattle with Whatcom and Seattle R. P. O.		
32, 240	2	1	6 5	6 1	1	1	103.33	1	Connects Chattanooga and Macon and Rome and Selma R. P. O.'s. at Rome, Ga. Connects Chattanooga and Meridian R. P. O. at Gadsden, Ala.		
43, 680	3	1	7 10	7	1	1	140.00	1	Connects at Port Townsend with Port Townsend and Tacoma R. P. O. Reported in 1886 as Semiabnoco and Port Townsend.		
64, 064	2	1	(¹)	(¹)	2	1	102.66	2	¹ Mails carried in cabin. ² Nominal salary, officer of boat.		
9, 738	6	2	9 06	6 1	(²)	(²)	80.00	(²)	¹ Closed pouch service 4½ months. ² One acting clerk additional.		
31, 300	3	1	8 6	8 6	1	1	100.00	1	Connects Rouse's Point and Albany R. P. O. Makes all connections at Vicksburgh and Natchez, Miss.		
42, 432	1	1	(¹)	(¹)	1	1	134.60	1	¹ Mail carried in cabin. ² Nominal salary, officer of boat. Makes all connections at Vicksburgh, Miss., and New Orleans, La.		
39, 936	2	1	12 6	5 6	1	1	128.00	1	Connects at Seattle with Port Townsend and Tacoma R. P. O. Reported in 1886 as Sehome and Seattle R. P. O.		

TABLE B^b.—Statement of steamboat mail service, with postal clerks, in operation during the fiscal year ended June 30, 1887—Continued.

RECAPITULATION.

Division.	Number of lines.	Total number of crews.	Total number of clerks.	Miles of route run by clerks.	Annual miles run by crews.	Number of mail apartments.
First						
Second	4	2	*3	142.50	65,139	9
Third	10	14	14	1,586.00	556,670	14
Fourth	15	18	18	2,639.25	549,856	21
Fifth	6	13	13	742.64	396,400	15
Sixth						
Seventh	2	3	3	279.50	87,484	6
Eighth	4	6	6	475.00	213,198	6
Ninth						
Total	41	56	57	5,804.89	1,868,747	71
Totals as per report for fiscal year ended June 30, 1886	43	61	61	5,951.53	1,854,281	62
Decrease	2	5	4	86.64	114,460	19

Total miles of route 5,864.89
 Total annual miles of service 1,868,747
 Average annual distance run by crews 33,370

*Exclusive of 2 acting clerks, additional.

†Increase.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and parts June

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termi- ni of route.	Corporate title of company.
Aberdeen and Bowdle, Dak....	6	128010 (part)	Hastings, Minn., Ipswich, Dak.	Chicago, Milwaukee and St. Paul.
Aberdeen and Muldon, Miss... 1 Adelphi and Kingston, Ohio.	4 5	18007 21099	Muldon, Aberdeen, Miss.... Adelphi, Kingston, Ohio...	Mobile and Ohio R. R..... Cincinnati, Hocking Valley and Huntington. Central Pacific R. R.
Alameda and San Francisco, Cal.	8	46026	San Francisco, Alameda, Cal.	
Albany and Broadhead, Wis..	6	25044	Broadhead, Albany, Wis...	Chicago, Milwaukee and St. Paul.
Albany and Yaquina, Oreg....	8	44006	Albany, Yaquina, Oreg.....	Oregon Pacific.
Albia and Centerville, Iowa...	6	27093	Albia, Relay (n. o.), Iowa...	Centerville, Moravia and Albia.
		28015 (part)	Relay (n. o.), Centerville, Iowa.	Kookuk and Western.
Alden and Eldora Jct., Iowa...	6	27088	Eldora Jct., Alden, Iowa...	Chicago, Iowa and Dakota.
Alma and Plainview, N. C.....	3	13017	Alma, Plainview, N. C.....	Alma and Little Rock.....
Alamosa and Del Norte, Colo...	7	38011	Alamosa, Del Norte, Colo...	Denver and Rio Grande....
1 Alma and Ithaca, Mich.....	9	24030 (part)	East Saginaw, Ithaca, Mich.	Detroit, Lansing and North- ern.
Alpena and Black River, Mich.	9	124057 (part)	Alpena, Alger, Mich.....	Detroit, Bay City, and Al- pena.
Alta and Bingham Junction (n. o.), Utah.	8	41006	Bingham Junction, Alta, Utah.	Denver and Rio Grande Rwy.
Alton Junction (n. o.) and Al- ton, Ill.	5	23061	Alton Junction (n. o.) and Chicago and Alton Junc- tion (n. o.), Ill.	Indianapolis and St. Louis..
Americus and Lumpkin, Ga....	4	15050	Americus, Lumpkin, Ga....	Americus, Preston and Lumpkin R. R.
Altoona and Henrietta, Pa....	2	8036	Altoona, Henrietta, Pa.....	Pennsylvania.....
Attica and Covington, Ind....	5	22047	Attica, Covington, Ind.....	Wabash, St. Louis and Pe- cific.

of railroads over which no railway post-offices run, in operation during the fiscal year ended 30, 1887.

Miles of route.	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.	Remarks.
56.87	41,515	7	16	July 1, 1887	Pounds. 2,277	Supplied by Aberdeen, Dak., and by Ortonville, Minn., and Mitchell, Dak., R. P. O. Connects at Aberdeen, Dak., with Ellendale and Aberdeen, Dak., pouch service, and with Oakes, Dak., and Hawarden, Iowa, and Ortonville, Minn., and Mitchell, Dak., R. P. O's.
9.50	13,870	14	4	July 1, 1884	230	¹ Balance of route covered by Hastings and Cologne, Minn.; Minneapolis, Minn., and Fargo, Dak., and Ortonville, Minn., and Mitchell, Dak., R. P. O's. (See Table A*.)
11.17	6,054	6	12	Aug. 19, 1886	118	¹ Railroad service established August 19, 1886.
11.26	25,533	7	18	July 1, 1886	231	Seven round trips per week between Oakland Pier (n. o.) and Alameda (7.79 miles), 31 trips inward between Alameda and San Francisco. Supplied by local trains from San Francisco over route 46031. Pouches returned via this route. Connects at Oakland Pier with Ogden, Utah, and San Francisco, Cal., R. P. O.
7.60	4,757	6	6	July 1, 1887	129	Supplied by Broadhead, Wis., and by Milton and Mineral Point, Wis., R. P. O.
85.16	19,310	6	32	Sept. 24, 1886	224	New service. Supplied by initial and terminal offices, and pouches exchanged with Corvallis. Connects with Portland and Ashland, and Portland and Corvallis R. P. O's at Albany and Corvallis.
24.56	15,374	6	16	July 1, 1887	131	¹ Distance (2.0 miles) covered by Keokuk and Humeston.
(¹)				July 1, 1887	419	Iowa R. P. O. (See Table A*.) Supplied by initial and terminal offices. Connects at Albia, Iowa, with Burlington and Council Bluffs, Iowa, and Mason City and Albia, Iowa, R. P. O's, and at Centerville, Iowa, with Davenport, Iowa, and Atchison, Kans., and Keokuk and Humeston, Iowa, R. P. O's.
26.76	33,503	12	10	July 1, 1887	163	Supplied by Eldora, Iowa, and by Tama and Hawarden R. P. O. Connects at Eldora, Iowa, with Mason City and Albia, Iowa, R. P. O.; at Iowa Falls with Dubuque and Sioux City, Iowa, and with Cedar Rapids, Iowa, and Watertown, Dak., R. P. O's.
12.88	8,063	6	4	July 1, 1884	64	Connects Wilmington and Rutherfordton R. P. O. at Alma.
31.85	19,938	6	14	July 1, 1886	219	Connects at Alamosa, Colo., with Pueblo and Silverton, Colo., R. P. O.
7.20	9,014	12	6	July 1, 1884	527	¹ Connects at Alma, Mich., with East Saginaw and Howard City, R. P. O.
22.22	3,644	6	6	Mar. 30, 1887	655	² Balance of route (38.78 miles) covered by East Saginaw and Howard City R. P. O. ¹ Balance of route (52.28 miles) covered by the Black River and Alger R. P. O.
18.40	13,432	7	6	July 1, 1886	80	R. P. O. service extended from Black River to Alpena September 20, 1886, the line to be known as the Alpena and Alger R. P. O. (See Table A*.)
4.15	5,196	12	4	July 1, 1887	169	Connects at Bingham Junction with Denver, Colo., and Ogden, Utah, R. P. O. Supplied by Salt Lake City.
38.78	24,276	6	10	Apr. 5, 1886	101	
27.92	34,956	12	38	July 1, 1885	407	Connects at Altoona with New York and Pittsburgh R. P. O.
14.91	18,667	12	8	June 2, 1884	30	

TABLE C^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, terminal of route.	Corporate title of company.
Amesbury and East Salisbury, Mass.	1	3007	East Salisbury, Amesbury, Mass.	Boston and Maine R. R.
Anderson and Noblesville, Ind.	5	22037	Anderson, Noblesville, Ind.	Midland
Andersonville and Buena Vista, Ga.	4	15047	Andersonville, Buena Vista, Ga.	Buena Vista R. R.
Angelica and Olean, N. Y.	2	6059	Olean, Angelica, N. Y.	Lack. and Pitts.
Anglesea Junction and Anglesea, N. J.	2	7061	Anglesea Junction, Anglesea, N. J.	West Jersey
Anniston and Sylacauga, Ala. .	4	17029	Anniston, Sylacauga, Ala. .	Anniston and Atlantic R. R.
Ansonia and New Haven, Conn.	1	5017	New Haven, Ansonia, Conn.	New Haven and Derby R.R.
Artesia and Starkeville, Miss.	4	18015	Artesia, Starkeville, Miss..	Mobile and Ohio R. R.
Ashburnham and Ashburnham Depot, Mass.	1	3070	Ashburnham, Ashburnham Depot, Mass.	Ashburnham R. R.
Ashland and Milford, Mass. . .	1	3060	Milford, Ashland, Mass.	Hopkinton R. R.
Atco Junction and Glassborough, N. J.	2	7035	Atco Junction, Glassborough, N. J.	Williamstown
Atlantic and Griswold, Iowa. .	6	27054	Atlantic, Griswold, Iowa. . .	Chicago, Rock Island and Pacific.
Atlantic Highlands and Hopping, N. J.	2	7016	Hopping (n. o.), Atlantic Highlands, N. J.	Central R.R. of New Jersey.
Atlantic and West Quincy, Mass.	1	3065	Atlantic, West Quincy, Mass.	Old Colony R. R.
Atoka and Lehigh, Ind. Ter. . .	7	32001	Atoka, Lehigh, Ind. Ter.	Missouri Pacific
Auburn and Hope, R. I.	1	4008	Auburn, Hope, R. I.	New York, Providence and Boston R. R.
Auburn and Warwick, R. I.	1	4010	Auburn, Warwick, R. I.	N. York, Prov., and Boston R. R.
Auburndale Station (n.o.), and Newton Lower Falls, Mass.	1	3027	Auburndale Station (n.o.), and Newton Lower Falls, Mass.	Boston and Albany R. R.
Audubon and Atlantic, Iowa. .	6	27044	Atlantic, Audubon, Iowa. . .	Chicago, Rock Island and Pacific.
Aurora and Hastings, Nebr. . .	6	34044	Aurora, Hastings, Nebr.	Burlington and Mo. River, in Nebr.
Avoca and Carson, Iowa.	6	27062	Avoca, Carson, Iowa.	Chicago, Rock Island and Pacific.
¹ Bad Axe and East Saginaw, Mich.	9	24054	Bad Axe, East Saginaw, Mich.	Saginaw, Tuscola and Haron.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
4.49	11,242	24	21	July 1, 1885	<i>Pounds.</i> 353	Amesbury exchanges pouches with Salisbury, Newburyport, Boston, Bangor and Boston R. P. O., Bangor and Boston R. P. O. (S. R.), and Newburyport and Boston R. P. O.
19.90	12,495	6	8	July 1, 1884	53	
28.63	16,470	6	8	Aug. 5, 1885	98	
40.60	50,943	12	26	July 1, 1885	180	
5.25	6,573	12	4	July 1, 1885	79	Connects at Anglesea Junction with Philadelphia and Cape May R. P. O.
53.36	52,183	16	16	Oct. 1, 1884	74	¹ 12 trips a week, Anniston to Talladega, Ala., 30 miles.
13.27	33,228	24	52	July 1, 1885	565	New Haven exchanges pouches with Ansonia, Birmingham, Derby, Orange, Tyler City, Waterbury, Seymour and West Winstead, and Bridgeport R. P. O.'s. Boston, Springfield and New York R. P. O. exchanges pouches with Ansonia, Birmingham, and Derby.
11.60	18,936	14	6	July 1, 1884	351	
2.62	4,920	18	10	July 1, 1885	123	Ashburnham exchanges pouches with Boston, Boston and Tray R. P. O., and Essex Junction and Boston R. P. O.
11.85	14,636	12	16	July 1, 1885	75	Ashland exchanges pouches with Hayden Row, and Hopkinton. Boston exchanges pouches with Hopkinton and Milford.
17.71	22,173	12	6	July 1, 1885	87	
15.20	19,030	12	16	July 1, 1887	207	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, R. P. O.
8.10	1,940	6	4	Apr. 26, 1886	75	
8.67	4,594	12	12	July 1, 1885	90	Boston exchanges pouches with East Milton and West Quincy. Extra-round trip daily to East Milton.
8.11	5,077	6	2	July 1, 1886	82	Connects at Atoka, Ind. Ter., with Hannibal, Mo., and Dennison, Tex., R. P. O.
10.62	13,296	12	20	July 1, 1885	252	Providence exchanges pouches with Howard, Pontiac, Phenix, Fiskdale, and Hope.
7.70	9,640	12	4	May 1, 1885	55	Providence, R. I., exchanges pouches with Warwick.
2.09	3,925	18	10	July 1, 1885	104	Newton Lower Falls exchanges pouches with Auburndale and Boston.
25.93	32,464	12	32	July 1, 1887	277	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.
29.84	18,689	6	8	Mar. 7, 1887	96	Supplied by initial and terminal offices. Connects at Hastings, Nebr., with Hastings and Red Cloud, Nebr., pouch service, and with Omaha and McCook, Nebr., R. P. O. Connects at Aurora, Nebr., with Central City and Aurora, Nebr., pouch service, and with Nebraska City and Broken Bow, Nebr., R. P. O.
17.80	22,285	12	24	July 1, 1887	219	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.
68.23	14,972	12	24	Aug. 1, 1884	137	¹ Connects at East Saginaw with Bay City, Wayne, and Detroit, Bay City and Jackson, East Saginaw and Howard City, East Saginaw and Port Huron, Ludington and Toledo, and Manistee and East Saginaw R. P. O.'s. Order August 5, 1886, from August 25, 1886, extend service from Bay Port to Bad Axe, increasing distance 21.26 miles. R. P. O. service established September 11, 1886.

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 routes.	Contract designation, termini of route.	Corporate title of company.
Balcony Falls and Lexington, Va.	3	11029	Balcony Falls, Lexington, Va.	Richmond and Alleghany...
Baldwin and Louisa, La.	4	30015	Baldwin, Louisa, La.	Morgan's La. and Tex. R. R. and S. S. Co.
Ballston and Schenectady, N. Y.	2	6025	Schenectady, Ballston, N. Y.	Del. and Hud. Canal Co.
Baltimore and Brooklyn, Md. ...	3	10022	Baltimore, Brooklyn, Md. ...	Baltimore and Ohio.
Bangor and Bethlehem, Pa. ...	2	8040	Bethlehem, Bangor, Pa.	Philadelphia and Reading ..
Barnegat City and Barnegat City Junction, N. J.	2	7056	Barnegat City, Barnegat City Junction, N. J.	Pennsylvania.
Barnesville and Thomaston, Ga.	4	15019	Barnesville, Thomaston, Ga.	Central R. R. of Georgia.
Barstow and Mojave, Cal.	8	46042	Mojave, Barstow, Cal.	Atlantic and Pacific R. R. ...
Barton and Saint Clairville, Ohio.	5	21097	St. Clairville, Barton, Ohio.	St. Clairville.
Bartos and Pottstown, Pa.	2	8057	Pottstown, Bartos, Pa.	Philadelphia and Reading ..
Baton Rouge Junction (n. o.) and Baton Rouge, La.	4	30013	Baton Rouge Junction (n. o.), Baton Rouge, La.	Missouri Pacific Rwy.
Battle Mountain and Austin, Nev.	8	45003	Battle Mountain, Anstin, Nev.	Nevada Central R. R.
Bayfield and Ashland Junction, Wis.	6	25028 (part)	Hudson, Bayfield, Wis.	Chicago, St. Paul, Minneapolis and Omaha.
Bayhead Junction and Whiting, N. J.	2	7054	Whiting, Bayhead Junction, N. J.	Philadelphia and Long Branch.
Beach Haven and Tuckerton, N. J.	2	7032 (part)	Whiting, Beach Haven, N. J.	Tuckerton.
Bear Creek Junction (n. o.) and Morrison, Colo.	7	38022	Bear Creek Junction (n. o.), Morrison, Colo.	Denver, South Park and Pacific.
Beaumont and Sabine Pass, Tex.	7	31045	Beaumont, Sabine Pass, Tex.	Sabine and East Texas.
Belleville and East St. Louis, Ill.	6	23088	East St. Louis, Belleville, Ill.	Illinois and St. Louis.
Belleville and Lawrenceburgh, Kans.	7	33044	Belleville, Lawrenceburgh, Kans.	Junction City and Fort Kearney.
Bellmont and Jefferson, Ga. ...	4	15045	Bellmont, Jefferson, Ga.	Gainesville, Jefferson and Southern R. R.
Benedict and Coyville, Kans. ...	7	23069	Benedict, Coyville, Kans. ...	Chicago, Kansas and Western.
Benore and Tyrone, Pa.	2	8113	Tyrone, Benore, Pa.	Pennsylvania.
Berkeley and West Oakland, Cal.	8	46024	West Oakland, Berkeley, Cal.	Central Pacific R. R.
Berlin and Garrett, Pa.	2	8090	Berlin, Garrett, Pa.	Baltimore and Ohio.
Bermuda Hundred and Winterpock, Va.	3	11017	Bermuda Hundred, Winterpock, Va.	Brighthope Rwy.
Berrien Springs and Buchanan, Mich.	9	24050	Berrien Springs, Buchanan, Mich.	St. Joseph Valley.
Beulah and Elkader, Iowa.	6	27028	Beulah, Elkader, Iowa.	Chicago, Milwaukee and St. Paul.
Bingham Junction (n. o.) and Bingham Canyon, Utah.	8	41004	Bingham Junction, Bingham Canyon, Utah.	Denver and Rio Grande Western Rwy.
Birmingham and Pratt Mines, Ala.	4	17023	Birmingham, Pratt Mines, Ala.	Pratt Coal and Coke Company.
Birmingham and Whiting, N. J.	2	7063	Whiting, Birmingham, N. J.	Pennsylvania.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
22.13	27,707	12	31	July 1, 1885	<i>Pounds.</i> 251	Connects Richmond, Lynchburgh, and Clifton Forge R. P. O. at Balcony Falls, and Baltimore and Lexington R. P. O. at Lexington.
15.25	9,546	6	4	July 1, 1886	35	
15.20	19,030	12	14	July 1, 1885	104	
7.00	8,764	12	4	Aug. 2, 1886	49	Supplied by closed pouches from Baltimore, Md.
31.48	39,413	12	16	July 1, 1884	195	
8.94	11,292	12	6	-----	-----	
16.53	20,406	12	8	July 1, 1884	140	
71.30	52,049	7	8	July 1, 1886	1,873	169.42 miles of route covered by Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O. (See Table A*, 7th Div.) Connects at Mojave with San Francisco and Los Angeles R. P. O.
4.35	5,446	12	8	Mar. 16, 1885	56	
13.22	16,531	12	16	July 1, 1885	169	
9.56	20,805	21	6	July 1, 1886	106	
93.15	29,063	3	6	July 1, 1886	194	Connects at Battle Mountain with Ogden, Utah, and San Francisco, Cal., R. P. O.
21.34	13,359	6	4	July 1, 1887	1,142	¹ Balance of route covered by Ashland, Wis., and Saint Paul, Minn., R. P. O. (See Table A*.)
28.89	26,170	12	12	July 1, 1885	34	
17.50	2,345	12	8	July 1, 1885	292	¹ Balance of route (29.70 miles) covered by Whiting and Tuckerton R. P. O. (See Table A*.) Service 3 months each year.
9.55	9,961	(¹)	4	July 1, 1886	81	¹ Trains 13 times a week east, and 7 times a week west bound. Trains run into Denver, Colo., direct from Morrison, Colo.
31.21	9,738	3	4	July 1, 1886	43	Connects at Beaumont, Tex., with Rockland and Beaumont, Tex., and New Orleans, La., and Houston, Tex., R. P. O's.
15.00	10,950	7	2	July 1, 1887	79	Supplied by Saint Louis, Mo., and transfer clerk at East Saint Louis, Ill. Connects with lines centering at East Saint Louis, Ill.
17.13	23,228	13	14	July 1, 1886	157	Trains run from Belleville to Concordia, Kans., and there connect with Atchison and Lenora, Kans., R. P. O.; Table Rock, Nebr., and Concordia, Kans., R. P. O., and Concordia and Junction City, Kans., R. P. O.
13.51	8,457	6	2	July 1, 1884	48	
10.98	6,873	6	4	-----	-----	New service; not reported last year. Connects at Benedict, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O.
25.61	32,063	12	20	July 1, 1885	92	
5.20	10,306	19	16	July 1, 1886	220	Supplied by Oakland, San Francisco and Ogden, Utah, and San Francisco, Cal., R. P. O.
8.43	10,554	12	4	July 1, 1885	20	
28.61	17,910	6	6	July 1, 1885	20	Connects Washington and Wilmington R. P. O. at Chester.
11.07	5,181	12	4	July 1, 1884	147	¹ Connects at Buchanan Mich., with Detroit and Chicago, and Detroit, Three Rivers, and Chicago R. P. O's.
10.52	12,219	6	20	July 1, 1887	182	Order issued October 20, 1886, discontinuing this service from October 28, 1886.
17.23	12,651	7	4	-----	-----	Supplied by initial and terminal offices, and by Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.
6.74	8,438	12	4	July 1, 1884	46	Supplied by Salt Lake City.
18.75	23,475	12	12	July 1, 1885	87	

TABLE C^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 routes.	Contract designation, termini of route.	Corporate title of company.
Black River Junction (n. o.) and Stock, Wash.	8	43012	Black River Junction, Stock, Wash.	Puget Sound Shore R. E....
Black Rock and Buffalo, N. Y.	2	6126	Buffalo, Black Rock, N. Y.	N. Y. C. and H. R.
Blackville and Barnwell, S. C.	4	14019	Blackville, Barnwell (c. h.), S. C.	Barnwell R. R.
Blanchester and Hillsborough, Ohio.	5	21017	Blanchester, Hillsborough, Ohio.	Cin'ti., Washington, and Baltimore.
Bloomfield and Titusville, Pa.	2	8068	Bloomfield, Titusville, Pa.	Buff. N. Y. and Phila.
Blossburgh and Hoytville, Pa.	2	8029	Elmira, N. Y., Hoytville, Pa.	N. Y., L. E. and W.
Blue Spring (n. o.) and New Smyrna, Fla.	4	16094	J. T. and K. W. Junction (n. o.), New Smyrna, Fla.	Blue Springs, Orange City and Atlantic R. R.
Bluestone Junction (n. o.) and Bramwell, W. Va.	3	12046	Bluestone Junction (n. o.), Bramwell, W. Va.	Norfolk and Western.....
Boerne and San Antonio, Tex.	7	31058	Boerne, San Antonio, Tex.	San Antonio and Aransas Pass.
Bolles Junction (n. o.) and Riparia, Wash.	8	43010	Bolles Junction, Riparia, Wash.	Oreg. Rwy. and Navig. Co..
Bonne Terre and Summit, Mo.	7	28043	Bonne Terre, Summit, Mo.	St. Joe and Desloge
Boston and Cook Street Station (n. o.), Mass.	1	3074	Boston, Cook Street Station (n. o.), Mass.	Boston and Albany R. R.
Boston and Dedham, Mass.	1	3036	Boston, Dedham, Mass.	Boston and Providence R. R.
Boston and Waltham, Mass.	1	3072	Boston, Waltham, Mass.	Fitchburg R. R.
Boulder and Sunset, Colo.	7	38029	Boulder, Sunset, Colo.	Greeley, Salt Lake and Pacific.
Boulder Creek and Felton, Cal.	8	46045	Felton, Boulder Creek, Cal.	South Pacific Coast R. R.
Boundary Line (n. o.) and Presque Isle, Me.	1	1	Boundary Line (n. o.) and Presque Isle, Me.	New Brunswick Railway ...
Bowling Green and Tontogany, Ohio.	5	21070	Tontogany, Bowling Green, Ohio.	Bowling Green
Bradford Junction and Salamanca, N. Y.	2	6102	Rochester, Salamanca, N. Y.	Buffalo, Rochester and Pittsburgh.
Braintree Junction (n. o.) and Kingston Station (n. o.), Mass.	1	3064	Braintree Junction (n. o.), Kingston Station (n. o.), Mass.	Old Colony R. R.
Brandon and Markeson, Wis.	6	25035	Brandon, Markeson, Wis.	Chicago, Milwaukee and St. Paul.
Brandywine and Mechanicsville, Md.	3	70025	Brandywine, Mechanicsville, Md.	Southern Maryland.....
Breadyville and Abington Station, Pa.	2	8109	Abington Station, Breadyville, Pa.	Philadelphia and Reading..
Bridgeport and Exton, Pa.	2	8007	Bridgeport, Exton, Pa.	Philadelphia and Reading..
Bridgeton and Bridgton Junction (n. o.), Me.	1	22	Bridgeton Junction (n. o.) and Bridgton, Me.	Bridgton and Saco River R. R.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
13.50	9,855	7	14	July 1, 1886	<i>Pounds</i> 104	Supplied by Tacoma, Seattle, and Tacoma, Wash., and Portland, Oreg., R. P. O.
4.50	4,310	9	14	July 1, 1885	180	Including sacks.
9.64	12,069	12	4	.....	.....	.....
21.00	26,292	12	26	July 1, 1884	456	.....
10.49	4,567	6	14	July 1, 1885	54	.....
15.50	9,759	6	6	July 1, 1885	588	Balance of route (49.93 miles) covered by Elmira and Blossburgh R. P. O. (See Table A*.)
28.09	17,584	6	8	.....	.....	.....
2.64	1,653	6	4	Feb. 23, '86	37	Connects Lovely Mount and Pocahontas R. P. O. at Bluestone Junction (n. o.).
34.36	21,599	6	12	.....	.....	New service; not reported last year. Makes San Antonio, Tex., connections.
31.80	23,214	7	8	July 1, 1886	42	Connects at Bolles Junction with Dayton and Wallula, Wash., R. P. O. Pouches exchanged with that line.
13.20	33,053	24	8	July 1, 1887	128	Connects at Summit, Mo., with Saint Louis, Mo., and Columbus, Ky., R. P. O. and Saint Louis, Mo., and Texarkana, Ark., R. P. O.
9.14	11,443	12	32	July 1, 1885	747	Boston exchanges pouches with Brookline, Chestnut Hill, Newton Centre, Newton Highlands, with additional round trip to Newton Centre and five additional trips to Brookline.
9.75	18,310	18	26	July 1, 1885	449	Boston exchanges pouches with Jamaica Plain, Roslindale, West Roxbury, and Dedham.
11.05	20,752	18	13	July 1, 1885	197	Waltham exchanges pouches with Watertown, Boston; Boston, Springfield and New York R. P. O., and Bangor and Boston R. P. O. Boston exchanges pouches with Watertown.
13.05	8,169	0	16	July 1, 1886	116	Connects at Boulder, Colo., with La Salle and Denver, Colo., R. P. O.
814	10,191	12	8	July 1, 1886	66	Connects at Felton with San Francisco and Santa Cruz R. P. O.
30.51	27,703	12	26	Apr. 15, 1886	259	July 1, 1886, to March 22, inclusive, 227 days, the Vanceborough and Bangor R. P. O. exchanged pouches with Fort Fairfield, Caribou, and Presque Isle. East Lyndon exchanged pouches with Caribou and Fort Fairfield. Caribou exchanged with Fairfield.
5.94	11,155	18	8	July 1, 1884	156	R. P. O. Service established on this route March 22, 1887. (See Table A*.)
11.33	1,065	12	6	July 1, 1885	608	Balance of route (107.90 miles) covered by Rochester and Puxnatunney R. P. O. (See Table A*.)
32.20	40,314	12	88	July 1, 1885	410	Boston exchanges pouches with E. Brantree, Weymouth, Northeast and South Weymouth, Hingham, Nantasket, Hull, Cohasset, Scituate, Scituate Centre, North Scituate, Beeswood, Egypt, Greenbush, Sea View, Marshfield, East and Centre Marshfield, Castle Cove, Erant Rock, Duxbury, So. Duxbury, and Island Creek. One additional round trip daily from Brantree Junction to Hingham.
11.78	7,374	6	12	July 1, 1887	131	Supplied by Brandon, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O.
20.80	12,708	6	22	July 1, 1885	220	Connects Bowie and Pope's Creek R. P. O. at Brandywine.
9.83	12,307	12	14	July 1, 1885	190	.....
16.93	21,196	12	20	July 1, 1885	58	.....
16.30	20,408	12	16	July 1, 1885	224	Portland and Swanton R. P. O. exchanges pouches with Sandy Creek, Bridgton, North Bridgton, and Harrison. Portland and Swanton R. P. O., S. R., exchanges pouches with Sandy Creek, Bridgton, North Bridgton, and Harrison.

TABLE C^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.
Brighton and Boulder, Colo...	7	38002	Brighton, Boulder, Colo....	Denver and Boulder Valley.
Brisbin and Goss Run Junction, Pa.	2	8120	Brisbin, Goss Run Junction, Pa.	Pennsylvania.....
Bristol and Franklin, N. H...	1	1020	Franklin and Bristol, N. H.	Northern R. R.....
Broken Bow and Anselmo, Nebr.	6	34036 (part)	Grand Island, Anselmo, Nebr.	Grand Island and Wyoming Central.
Brookfield Junction (n. o.) and Danbury, Conn.	1	5022	Danbury, Brookfield Junction (n. o.), Conn.	Housatonic R. R.....
Bruce and Turtle Lake, Wis...	6	25059	Bruce, Turtle Lake, Wis...	Minneapolis, Sault Ste. Marie and Atlantic.
Buffalo and Opelika, Ala.....	4	17014	Opelika, Buffalo, Ala.....	East Alabama Rwy.....
Burlington and Medford, N. J.	2	7007	Burlington, Medford, N. J..	Penna. (Amboy Div.).....
Bursen and Lodi, Cal.....	8	46043	Lodi, Bursen, Cal.....	San Joaquin and Sierra Nevada R. R.
Bustleton R. R. Station and Holmesburgh Junction, Pa.	2	8161	Holmesburgh Junction, Bustleton R. R. Station, Pa.	Pennsylvania.....
Buzzard's Bay and Wood's Holl, Mass.	1	3045	Buzzard's Bay, Wood's Holl, Mass.	Old Colony R. R.....
Cades and Saint Martinsville, La.	4	30012	Cades, Saint Martinsville, La.	Morgan's La. and Tex. R. R. and S. S. Co.
Calais and Princeton, Me.....	1	17	Calais, Princeton, Me.....	St. Croix and Penobscot R. R.
Calamine and Platteville, Wis.	6	25021	Calamine, Platteville, Wis.	Chicago, Milwaukee and St. Paul.
Calumet and Houghton, Mich.	6	24067	Houghton, Calumet, Mich..	Mineral Range.....
Cameron and Kansas City, Mo.	7	27017	Cameron, Kansas City, Mo. branch	Chicago, Rock Island and Pacific.
Campbell and New Almaden, Cal.	8	40049	Campbell, New Almaden, Cal.	South Pacific Coast R. R....
Canada Line and Rouse's Point, N. Y.	2	6066	Rouse's Point, Canada Line, N. Y.	Champlain and St. Lawrence
Canada Line (n. o.) and St. Albans, Vt.	1	2006	St. Albans, Vt., Canada Line (n. o.).	Central Vermont R. R.....
Canon City and West Cliff, Colo.	7	38010	Canon City, West Cliff, Colo.	Denver and Rio Grande....
Canton Junction (n. o.) and Stoughton, Mass.	1	3037	Canton Junction (n. o.), Stoughton, Mass.	Boston and Providence R. R.
Cape Vincent and Watertown, N. Y.	2	6035	Watertown, Cape Vincent, N. Y.	Rome, Watertown and Ogdensburgh.
Carbonado and Tacoma, Wash.	8	43005	Tacoma, Carbonado, Wash.	Northern Pacific R. R.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
28.12	20,528	7	22	July 1, 1886	<i>Pounds.</i> 274	Trains run from Denver, Col. Connects at Boulder, Colo., with La Salle and Denver, Colo., R. P. O. and at Erie and Canfield, Colo., with Lyons and Denver, Colo., pouch service.
1.04	651	6	2	July 1, 1886	51	
13.13	8,219	6	22	July 1, 1885	142	Bristol exchanges pouches with Hill, Franklin, Franklin Falls, Concord, Saint Albans, and Boston R. P. O., and Claremont and Lowell, R. P. O. Hill exchanges pouches with Franklin Falls, Concord, Saint Albans, and Boston R. P. O., and Claremont and Lowell R. P. O.
20.15	12,614	6	6	Feb. 10, 1887	878	Supplied by Broken Bow, Nebr., and by Nebraska City and Broken Bow, Nebr., R. P. O. Balance of route covered by Nebraska City and Broken Bow, Nebr., R. P. O. (See Table A.)
6.30	15,775	24	8	July 1, 1885	109	Danbury exchanges pouches with Pittsfield and Bridgeport R. P. O.
45.95	28,765	6	14	July 1, 1887	98	Supplied by Turtle Lake and Cameron, Wis. Connects at Turtle Lake, Wis., with Asbland, Wis., and Saint Paul, Minn., R. P. O. Connects at Cameron, Wis., with Dufuth, Minn., and Eau Claire, Wis., R. P. O.
22.19	13,894	6	6	July 1, 1884	97	
14.82	18,555	12	14	July 1, 1885	102	
22.91	16,724	7	30	July 1, 1886	534	Connects at Lodi with Sacramento and San Francisco R. P. O. Pouches also exchanged with Lodi post-office.
4.04	5,058	12	8	July 1, 1885	42	
17.83	22,323	12	26	July 1, 1885	514	Boston and Wellfleet R. P. O. exchanges pouches with Monument Beach, Pocaasset, Calumet, North Falmouth, West Falmouth, East Falmouth, Wood's Holl, Cottage City, Edgartown, Vineyard Haven, Nantucket, and Siasconset.
7.06	10,307	14	4	July 1, 1886	83	
21.28	13,321	6	8	July 1, 1885	46	Calais exchanges pouches with Baring, Princeton, and Miltown. Princeton exchanges pouches with Baring.
18.75	23,475	12	16	July 1, 1887	282	Supplied by initial and terminal offices and by Milton and Mineral Point, Wis., R. P. O. Connects at Platteville, Wis., with Montfort, Wis., and Galena, Ill., R. P. O.
15.52	19,431	12	10	Apr. 15, 1886	318	Supplied by Houghton, Mich., and by Marquette and Houghton, Mich., R. P. O.
54.98	74,553	13	14	July 1, 1887	3,017	Quincy, Ill., and Kansas City, Mo., R. P. O. runs over same track between Cameron and Kansas City, Mo. Trains over this route carry closed mails between Kansas City, Mo., and lines centering there and Davenport, Iowa, and Atchison, Kans., and Trenton, Mo., and Leavenworth, Kans., R. P. O's.
12.86	16,101	12	8	July 12, 1886	103	Connects at Campbell with San Francisco and Santa Cruz R. P. O., and supplied also by San José post-office. New service.
1.71	2,141	12	62	July 1, 1885	2,729	
17.33	10,849	6	8	July 1, 1885	542	St. Albans and Boston R. P. O. exchanges pouches with Highgate Springs, Vt., and Montreal, P. Q.
33.52	20,984	6	10	July 1, 1886	264	Connects at Canon City, Colo., with Denver, Pueblo, and Leadville, Colo., R. P. O., and Denver, Colo., and Ogden, Utah, R. P. O.
4.00	10,016	24	10	July 1, 1885	138	Stoughton exchanges pouches with Boston, Mass., and Providence, R. I.
25.77	32,264	12	26	July 1, 1885	364	
33.89	21,215	6	12	July 1, 1886	147	Connects at Tacoma with Tacoma, Wash., and Portland, Oreg. R. P. O. and Port Townsend and Tacoma R. P. O. (steambot line).

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.
Carbon Centre, Mo., and Miami, Kans.	7	28,041	Carbon Centre, Mo., Miami, Kans.	Kansas City, Ft. Scott and Gulf.
Carbondale and Grand Tower, Ill.	6	23,039	Carbondale, Grand Tower, Ill.	Grand Tower and Carbondale.
Carey and Delphos, Ohio.....	5	121,081	Delphos, Carey, Ohio.....	Cleveland and Western.....
Carey and Findlay, Ohio.....	5	21,021	Carey, Findlay, Ohio.....	Indiana, Bloomington and Western.
Caro and Saginaw, Mich.....	9	24,014	Saginaw, Caro, Mich.....	Michigan Central.....
Carroll and Kirkman, Iowa....	6	27,071	Carroll, Kirkman, Iowa....	Chicago and Northwestern..
Carrollton, N. Y., and Bradford, Pa.	2	8,024	Bradford, Pa., Carrollton, N. Y.	New York, Lake Erie and Western.
Carson and Hastings, Iowa....	6	27,058	Hastings, Carson, Iowa.	Chicago, Burlington and Quincy.
Carthage and San Antonio, N. Mex.	7	39,009	Carthage, San Antonio, N. Mex.	Atchison, Topeka and S. F.
Castleton and Gunnison, Colo..	7	138014 (part)	Schwander's Station (n. o.), Castleton, Colo.	Denver, So. Park and Pacific.
Castroville and Monterey, Cal.	8	46030	Monterey, Castroville Cal..	Monterey R. R.....
Central City and Aurora, Nebr.	6	84011 (part)	York, Central City, Nebr...	Republican Valley.....
Centralia and Columbia, Mo..	7	28009	Centralia, Columbia, Mo....	Wabash Western.....
Centreville and Yankton, Dak.	6	35021	Centreville, Yankton, Dak..	Chicago and Northwestern..
Chadbourne, N. C., and Loris, S. C.	3	13024	Chadbourne, N. C., Loris, S. C.	Wilmington, Chadbourne and Conwayborough.
Chagrin Falls and Solon, Ohio.	5	21079	Solon, Chagrin Falls, Ohio..	Chagrin Falls and Southern.
Chambersburgh, Pa., and Edgemont, Md.	2	10021	Edgemont, Md., Chambersburgh, Pa.	Western Maryland.....
Chambersburgh and Waynesborough, Pa.	2	8077	Chambersburgh, Waynesborough, Pa.	Mont Alto.....
Charlotte and Rochester, N. Y.	2	8021	Rochester, Charlotte, N. Y..	N. Y. C. and Hud. River....
Chatham and Hudson, N. Y....	2	8069	Hudson, Chatham, N. Y....	Boston and Albany.....
Chehaw and Tuskegee, Ala..	4	17019	Chehaw and Tuskegee, Ala..	Tuskegee E. R.....

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
24.05	15,055	6	24	July 1, 1887	171	Connects at Rich Hill, Mo., with Kansas City and Joplin, Mo., R. P. O., and at Miami, Kan., with Kansas City, Mo., and Memphis, Tenn., R. P. O.
25.39	31,788	12	10	July 1, 1887	192	Supplied by Carbondale, Ill. Connects at Carbondale, Ill. with Centralia and Cairo, Ill., and with Pinkneyville and Marion, Ill., R. P. O's. Connects at Murphysborough, Ill. with Saint Louis, Mo., and Cairo, Ill., and with Pinkneyville and Marion, Ill., R. P. O's.
-----	6,566	6	40	July 1, 1884	294	R. P. O. service established September 7, 1886. (See Table A*.)
16.00	20,022	12	12	July 1, 1884	76	
34.04	42,618	12	44	July 1, 1884	281	¹ 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 Howard City, Ludington and Toledo, and Manistee and East Saginaw R. P. O. At Saginaw, Mich., connects Bay City and Jackson R. P. O.
35.01	43,832	12	28	July 1, 1887	335	Supplied by Carroll and Manning, Iowa. Connects at Carroll, Iowa, with Cedar Rapids and Council Bluffs, and with Carroll and Kingsley, 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.
11.58	32,621	27	30	July 1, 1885	879	Supplied by initial and terminal offices. Connects a Carson, Iowa, with Avoca and Carson, Iowa, pouch service, and at Hastings, Iowa, with Hastings and Sidney, Iowa, pouch service, and with Burlington and Council Bluffs, Iowa, R. P. O.
16.25	20,345	12	6	July 1, 1887	145	
9.01	6,577	7	8	July 1, 1886	230	Connects at San Antonio, N. Mex., with Albuquerque, N. Mex., and El Paso, Tex., R. P. O.
14.92	10,892	7	2	May 26, 1884	385	¹ Remainder of route 38614 covered by Como and Gunnison, Colo., R. P. O. (See Table A*.) Connects at Gunnison, Colo., with Denver, Colo., and Ogden, Utah, R. P. O., Como and Gunnison, Colo., R. P. O., and Crested Butte and Gunnison, Colo., pouch service.
16.57	22,470	13	10	July 1, 1886	169	Connects with San Francisco and Templeton R. P. O. at Castroville, Monterey, and Pacific Grove exchange with San Francisco also by express train.
19.25	12,050	0	8	July 1, 1886	693	¹ Balance of route covered by Nebraska City and Broken Bow, Nebr., R. P. O. (See Table A.) Supplied by initial and terminal offices and by Nebraska City and Broken Bow, Nebr., R. P. O. Connects at Central City, Nebr., with Omaha, Nebr., and Ogden, Utah, R. P. O., and at Aurora, Nebr., with Aurora and Hastings, Nebr., pouch service.
22.22	32,441	14	22	July 1, 1887	524	Connects at Centralia, Mo., with Saint Louis, Moberly, and Kansas City, Mo., R. P. O., and Saint Louis, Louisiana, and Kansas City, Mo., R. P. O.
29.39	42,909	14	8	July 1, 1886	271	Supplied by initial and terminal offices, and by Oakes, Dak., and Hewarden, Iowa, R. P. O. Connects at Yankton, Dak., with Sioux City, Iowa, and Mitchell, Dak., R. P. O.
20.33	12,727	6	8	July 1, 1885	24	Connects Wilmington and Jacksonville R. P. O. at Chadbourne.
5.57	13,947	24	12	July 1, 1884	228	
21.93	41,185	18	36	July 1, 1885	110	
22.18	27,769	12	16	July 1, 1885	292	
9.04	33,954	80	142	July 1, 1885	652	¹ Including sacks.
17.96	28,107	15	16	July 1, 1885	133	
6.00	3,756	6	2	July 1, 1884	122	

TABLE C^a.—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.
Cherry Vale and Coffeyville, Kans.	7	133004 (part)	Lawrence, Coffeyville, Kans.	Southern Kansas
Cherry Valley and Cobleskill, N. Y.	2	6027	Cobleskill, Cherry Valley, N. Y.	Delaware and Hudson Canal Co.
Chippewa Falls and Eau Claire, Wis.	6	25026 (part)	Abbotsford, Eau Claire, Wis.	Wisconsin and Minnesota ..
Citrus Station (n. o.) and Riverside, Cal.	8	40033	Citrus Station, Riverside, Cal.	California Southern R. E....
Claremont and Claremont Junction, N. H. (n. o.)	1	1009	Concord, Claremont Junction, N. H. (n. o.)	Concord and Claremont R. R.
Claremont and Hicksford, Va.	3	11034	Claremont, Hicksford, Va...	Atlantic and Danville
Clarion Junction and Clarion, Pa.	2	8147	Clarion Junction, Clarion, Pa.	Pittsburgh and Western....
Clarke City and Buckingham, Ill.	6	23086	Buckingham, Clarke City, Ill.	Illinois Central
Clarksville and Newstead, Tenn. ¹	5	19024	Clarksville, Newstead, Tenn.	Indiana, Alabama and Texas.
Cleveland, Tenn., and Co-hutta, Ga.	4	117010 (part)	Selma, Ala., Cleveland, Tenn.	East Tennessee, Virginia and Georgia R. R.
Clifton, Ariz., and Lordsburgh, N. Mex.	8	89012	Lordsburgh, N. Mex., Clifton, Ariz.	Arizona and New Mexico R. R.
Climax and Bainbridge, Ga. . .	4	115031 (part)	Thomasville, Bainbridge, Ga.	Sav., Fla. and Western Rwy.
Clinton and Brownington, Mo.	7	28055	Clinton, Brownington, Mo....	Kansas City and Southern..
Clinton and Port Hudson, La. . .	4	80006	Clinton, Port Hudson, La. . . .	Louis., N. O. and Texas Rwy.
Cloquet and Junction, Minn. . . .	6	28036	Junction, Cloquet, Minn. . . .	Saint Paul and Duluth.....
Clove Valley and Clove Branch Junction, N. Y.	2	6114	Clove Branch Junction, Clove Valley, N. Y.	Newburgh, Dutchess and Connecticut.
Coburn Junction and Ponca, Nebr.	6	34007	Coburn Junction, Ponca, Nebr.	Chicago, Saint Paul, Minn. and Omaha.
Cochran and Hawkinsville, Ga.	4	15038	Cochran, Hawkinsville, Ga.	E. Tenn., Va. and Ga. R. R.
Coleman Junction (n. o.) and Coleman, Tex.	7	31051	Coleman Junction (n. o.) Coleman, Tex.	Gulf, Colorado and Santa F ^a .

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of road.	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.	Remarks.
16.07	23,462	14	10	July 1, 1886	<i>Pounds.</i> 2,740	127.50 miles of route 83004, between Lawrence and Ottawa, Kans., covered by Lawrence and Burlington, Kans., R. P. O., and 98.80 miles between Ottawa and Cherry Vale, Kans., covered by Kansas City, Mo., and Kiowa, Kans., R. P. O. Connects at Cherry Vale, Kans., with Kansas City, Mo., and Kiowa, Kans., R. P. O., Arcadia and Cherry Vale, Kans., R. P. O., Saint Louis, Mo., and Halstead, Kans., R. P. O., and Chanute and Cedar Vale, Kans., R. P. O. Connects at Coffeyville, Kans., with Nevada, Mo., and Cedar Vale, Kans., R. P. O.
22.86	28,621	12	16	July 1, 1885	220	
10.81	13,534	12	8	July 1, 1887	1,465	¹ Balance of route covered by Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., R. P. O. (See Table A ^a .) Connects at Eau Claire, Wis., with Saint Paul, Minn., and Elroy, Wis., R. P. O., and with Duluth, Minn., and Eau Claire, Wis., and Eau Claire, Wis., and Wabasha, Minn., R. P. O's.
3.79	11,067	28	12	Jan. 25, 1887	502	Connects at Citrus Station with Colton and National City R. P. O. Riverside exchanges with Deming, N. Mex., and Los Angeles, Cal., Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O's, and with Los Angeles post-office. New service.
2.02	6,823	30	20	July 1, 1885	452	Balance of route, 54.90 miles, covered by R. P. O. service. (See Table A ^a .) Claremont exchanges pouches with West Claremont, Richford, and Springfield R. P. O., Richford and Springfield R. P. O., S. R. and New York. Newport exchanges pouches with Richford and Springfield R. P. O. and Richford and Springfield R. P. O. S. R. Claremont and Lowell R. P. O. exchanges pouches with Richford and Springfield, and Boston and Troy R. P. O's.
55.72	34,881	6	38	Sept. 15, 1886	78	Connects Norfolk and Lynchburgh R. P. O. at Waverly Station, and Washington and Wilmington R. P. O. at Hicksford.
6.42	16,076	24	16	July 1, 1885	185	
9.59	6,003	6	2	July 1, 1887	15	Supplied by Buckingham, Ill., and by Kankakee and Kankakee Junction, Ill., R. P. O.
29.70	5,584	6	18	Mar. 14, 1887	100	¹ Railroad service established on this line March 14, 1887. (See Table A ^a .)
12.12	17,696	14	8	July 1, 1884	1,493	¹ 197.60 miles reported as Rome and Selma R. P. O. (See Table A ^a .) ¹ 55.20 miles reported as Chattanooga and Macon R. P. O. (See Table A ^a .)
71.51	44,765	6	14	.....	.....	Connects at Lordeburch with Deming, N. Mex. and Los Angeles, Cal., R. P. O., and supplied by initial and terminal offices. New service commenced April 18, 1887.
19.40	11,769	12	4	July 1, 1884	881	¹ 27.50 miles shown as Way Cross and Chatahoochee R. P. O. (See Table A ^a .)
11.55	7,230	6	2	July 1, 1887	87	Connects at Clinton, Mo., with Hannibal, Mo., and Denison, Tex., R. P. O., and Olathe, Kans., and Ash Grove, Mo., R. P. O.
22.10	13,835	6	6	July 1, 1886	65	
6.69	4,188	6	2	July 1, 1887	.....	Supplied by North Pacific Junction and by Duluth and Saint Paul, Minn., R. P. O. Connects at North Pacific Junction with Duluth and Brainerd, Minn., R. P. O.
8.10	5,070	6	6	July 1, 1885	44	
16.44	10,291	6	8	July 1, 1886	194	Supplied by Sioux City, Iowa, and Ponca, Nebr. Connects at Coburn Junction, Nebr., with Sioux City, Iowa, with Omaha, Nebr., R. P. O., and with Covington and Norfolk, Nebr., R. P. O.
10.89	13,008	12	4	July 1, 1884	171	
6.25	4,563	7	4	Aug. 16, 1886	113	Connects at Coleman Junction (n. o.), Tex., with Temple and Ballinger, Tex., R. P. O.

TABLE C^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.	Corporation title of company.
Coleman and Mount Pleasant, Mich. ¹	9	24043	Coleman, Mount Pleasant, Mich.	Flint and Pere Marquette..
Colony and Neosho Falls, Kans.	7	33072	Colony, Neosho Falls, Kans.	Chicago, Kansas and Western.
Colorado Springs and Manitou Springs, Colo.	7	38020	Colorado Springs Station (n. o.), Manitou Springs, Colo.	Denver and Rio Grande.....
Colton and Los Angeles, Cal.	8	46047	Colton, Los Angeles, Cal....	California Southern R. R. Co.
Colton and Scofield, Utah.....	8	41009	Colton, Scofield, Utah.....	Denver and Rio Grande Rwy
Columbia Junction and Delaware Station, N. J.	2	7059	Delaware Station, Columbia Junction, N. J.	New York, Susquehanna and Western.
Columbia and Middletown, Pa.	2	8027	Lancaster, Middletown, Pa.	Pennsylvania.....
Columbus and La Grange, Tex.	7	(part) 31014	Columbus, La Grange, Tex.	G., H. and S. A.
Colusa and Sites, Cal.....	8	46048	Colusa, Sites, Cal.....	Colusa and Lake R. R.
Conesus Lake Junction and Lakeville, N. Y.	2	6047	Conesus Lake Junction, Lakeville, N. Y.	Conesus Lake
Conroe and Montgomery, Tex.	7	*31024 (part)	Conroe, Navasoto, Tex.....	Gulf, Colorado and S. F....
Cook Street Station (n. o.) and Bellingham, Mass.	1	8033	Cook Street Station (n. o.), Bellingham, Mass.	New York and New England R. R.
Cooperstown and Cooperstown Junction, N. Y.	2	6086	Cooperstown, Cooperstown Junction, N. Y.	Cooperstown and Susquehanna Valley.
Cooperstown and Sanborn, Dak.	6	35018	Sanborn, Cooperstown, Dak.	Sanborn, Cooperstown and Turtle Mountain.
Copley and Milton Junction (n. o.), Mich. ¹	9	24059	Copley, Milton Junction (n. o.), Mich.	Grand Rapids and Indiana..
Cornwall and Conewago, Pa.	2	8154	Cornwall, Conewago, Pa....	Colbrook Valley.....
Cornwell and Mount Sterling, Ky.	5	20022	Mount Sterling, Cornwell, Ky.	Coal Road Construction Company.
Cortland and Sycamore, Ill....	6	23052	Cortland, Sycamore, Ill....	Chicago and North Western.
Condersport and Port Allegheny, Pa.	2	8144	Port Allegheny, Condersport, Pa.	Condersport and Port Allegheny.
Covington and Snoddy's Mills, Ind.	5	22040	Covington, Snoddy's Mills, Ind.	Chicago and Eastern Illinois.
Cresson and Ebensburg, Pa.	2	8037	Cresson, Ebensburg, Pa....	Pennsylvania.....
Crested Butte and Gunnison, Colo.	7	38016	Crested Butte, Gunnison, Colo.	Denver and Rio Grande.....
Crown Point and Hammondsville, N. Y.	2	6099	Crown Point, Hammondsville, N. Y.	Crown Point Iron Company.

parts of railroads over which no railway post-offices run, in operation—Continued.

Miles of route.	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.	Remarks.
15.04	18,630	12	16	July 1, 1884	<i>Pounds.</i> 210	¹ Connects at Coleman, Mich., with Ludington and Toledo and Manistee and East Saginaw R. P. O. Connects at Mount Pleasant, Mich., with Mount Pleasant and Toledo R. P. O.
12.17	7,618	6	10	.....	.....	New service. Not reported last year. Connects at Colony, Kans., with Kansas City, Mo., and Kiowa, Kans., R. P. O., Kansas City, Mo., and Wellington, Kans., R. P. O., and Butler, Mo., and Le Roy, Kans., R. P. O. Connects at Neosho Falls, Kans., with Junction City and Parsons, Kans., R. P. O.
5.40	15,768	28	10	July 1, 1886	235	Connects at Colorado Springs, Colo., with Denver and Pueblo, Colo., R. P. O., Denver, Colo., and Ogden, Utah, R. P. O., and Denver, Pueblo, and Leadville, Colo., R. P. O.
58.58	42,763	7	24	July 1, 1886	438	Connects with Colton and National City R. P. O., and supplied by initial and terminal offices. Puenta, Ontario, and Pomona exchange. Railroad company ceased to perform service June 6, 1887.
17.30	10,830	6	4	July 1, 1886	19	Connects with Denver, Colo., and Ogden, Utah, R. P. O.; at Colton.
3.16	1,978	6	6	July 1, 1885	1,978	
⁴ 18.88	23,638	12	54	July 1, 1885	938	¹ Balance of route (12.10 miles) covered by Lancaster and Frederick R. P. O. (See Table A ⁴ .)
31.00	19,782	6	10	July 1, 1886	233	Connects at Columbus, Tex., with Houston and Del Rio, Tex., R. P. O.
21.92	16,002	7	12	July 1, 1888	162	Service established. Colusa to Colusa Junction, June 9, 1886, extended to Sites, May 18, 1887. Connects at Colusa Junction with Delta and Sacramento R. P. O.
1.90	2,379	12	4	July 1, 1885	54	
16.70	10,454	6	10	July 1, 1886	107	27.25 miles of route 81024, between Montgomery and Navasota, Tex., covered by Montgomery and Somerville, Tex., R. P. O. (See Table A ⁴ .) Connects at Conroe, Tex., with Texarkana, Ark., and Houston, Tex., R. P. O., and at Montgomery, Tex., with Montgomery and Somerville, Tex., R. P. O.
22.64	14,173	6	42	July 1, 1885	252	Boston exchanges pouches with Newton Upper Falls, Highlandsville, Needham, Charles River Village, Dover, Millis, Medway, West Medway, Caryville, North Bellingham, and Bellingham, with additional round trip to North Bellingham.
16.50	20,658	12	24	July 1, 1885	895	
36.35	22,755	6	8	July 1, 1886	115	Supplied by initial and terminal offices. Connects at Sanborn, Dak., with St. Paul, Minn., and Mandan, Dak., R. P. O.
14.18	17,753	12	22	Oct. 15, 1885	102	¹ At Milton Junction (n. c.) connects Cadillac and Fort Wayne, and Mackinaw City, and Grand Rapids, R. P. O's.
14.96	21,224	12	12	July 1, 1885	43	
18.75	11,738	6	4	July 1, 1884	97	
5.24	6,560	12	6	July 1, 1887	82	Supplied by Cortland, Ill., and by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O. Connects at Sycamore, Ill., with Caledonia and Spring Valley, Ill., R. P. O.
17.57	21,998	12	12	July 1, 1885	205	
9.49	5,941	6	2	July 1, 1884	87	
11.59	10,853	9	10	July 1, 1885	255	
23.62	17,916	6	10	July 1, 1880	160	Connects at Gunnison, Colo., with Denver, Colo., and Ogden, Utah, R. P. O., and Como and Gunnison, Colo., R. P. O., and Castleton and Gunnison, Colo., pouch service.
11.95	7,480	6	4	July 1, 1885	43	

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.
Cucharas and El Moro, Colo.	7	38001 (part)	Denver, El Moro, Colo.	Denver and Rio Grande
Cummins and Varner, Ark.	7	29016	Cummins, Varner, Ark.	Varner Branch
Cuthbert and Fort Gaines, Ga.	4	15041	Cuthbert, Fort Gaines, Ga.	Southwestern R. R.
Daguscabonda and Dagus Mines, Pa.	2	8130	Daguscabonda, Dagus Mines, Pa.	Daguscabonda
Danville, Mocksville, Southwestern Junction (n. o.), Va., and Leaksville, N. C.	3	13022	Danville, Mocksville, Southwestern Junction (n. o.), Va., Leaksville, N. C.	Danville, Mocksville and Southwestern.
Decorah and Conover, Iowa.	6	27026	Conover, Decorah, Iowa	Chicago, Milwaukee and Saint Paul.
De Land Landing (n. o.) and De Land, Fla.	4	16020	De Land Landing (n. o.), De Land, Fla.	De Land and Saint John's River Rwy.
Delhi and Walton, N. Y.	2	6050	Walton, Delhi, N. Y.	New York, Ontario and Western.
Del Rio and El Paso, Tex.	7	81039 (part)	San Antonio, El Paso, Tex.	G., H. and S. A.
Denver and Logansport, Ind.	9	22027 (part)	Detroit, Mich., Logansport, Ind.	Wabash, Saint Louis and Pacific.
Derby Line and Newport, Vt.	1	2010	White River Junction, Derby Line, Vt.	Connecticut, Passumpsic and Massachusetts R. R.
Deshler and McComb, Ohio	5	21050	Deshler, McComb, Ohio	McComb, Deshler and Toledo
Dexter and Newport, Me.	1	2	Newport, Dexter, Me.	Maine Central R. R.
Dexterville and Hogan, Wis.	6	25065	Dexterville, Hogan, Wis.	Wisconsin, Pittsville and Superior.
Dickey and Dillon, Colo.	7	88026	Dickey Station (n. o.) Dillon, Colo.	Denver, South Park and Pacific.
Dillsburgh, Mechanicsburgh Junction and Shippensburg, Pa.	2	8126	Dillsburgh, Mechanicsburgh, Junction, Shippensburg, Pa.	Harrisburg and Potomac
Dodge and Clay City, Ky.	5	20333	Dodge, Clay City, Ky.	Kentucky Union
Dolomite and Wheeling, Ala.	4	17018	Dolomite, Wheeling Sta. (n. o.), Ala.	Woodward Iron Company
Dover and Chester, N. J.	2	7014	Dover, Chester, N. J.	Del., Lack. and West. (M. and E. Div.).
Dover and Portsmouth, N. H.	1	1016	Portsmouth, Dover, N. H.	Boston and Maine R. R.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last receipt-month.	Average weight of mail whole distance daily.	Remarks.
36.94	23,124	6	8	July 1, 1886	<i>Pounds,</i> 2,975	120 miles, route 38001 between Denver and South Pueblo, Colo., covered by Denver, Pueblo, and Leadville, Colo., R. P. O., and 50 miles between South Pueblo and Cucharas, Colo., covered by Pueblo and Silverton, Colo., R. P. O. (See Table A*.) Connects at Cucharas, Colo., with Pueblo and Silverton, Colo., R. P. O., and at El Moro, Colo., with La Junta, Colo., and Albuquerque, N. Mex., R. P. O.
5.75	7,199	12	4	July 1, 1886	32	Connects at Varner, Ark., with Fort Smith, Ark., and Leland, Miss., R. P. O.
23.23	14,542	6	4	July 1, 1884	66	
6.01	7,525	12	4	July 1, 1885	65	
7.97	4,989	6	4	Aug. 16, 1884	39	Supplied by closed pouches from Danville.
9.37	11,731	12	10	July 1, 1887,	935	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.
5.30	3,318	6	2	Feb. 2, 1885	211	
17.29	27,059	15	26	July 1, 1885	236	
463.15	338,100	7	70	July 1, 1886	1,218	172.13 miles of route 31039, between San Antonio and Del Rio, Tex., covered by Houston and Del Rio, Tex., R. P. O. (See Table A*.) Makes all El Paso, Tex., connections and connects at Del Rio, Tex., with Houston and Del Rio, Tex., R. P. O.
18.33	11,475	6	14	July 1, 1884	530	*Balance of route (186.03 miles) covered by the Detroit and Peru R. P. O. (See Table A*.) At Denver, Ind., connects the Detroit and Peru and Michigan City and Indianapolis R. P. O. 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.
10.14	6,348	6	28	Aug. 5, 1885	3,128	Balance of route (105.15 miles) covered by R. P. O. service. (See Table A*.) Richford and Springfield R. P. O. day line exchanges pouches with Derby Line, North Derby, Beebe Plain, Montreal, Quebec, Stanstead, Stanstead and Sherbrooke R. P. O's. Richford and Springfield R. P. O. night line exchanges pouches with Derby Line and Beebe Plain. Newport exchanges pouches with North Derby, Derby Line, Beebe Plain, and Lenoxville.
10.28	12,871	12	10	July 1, 1884	47	
14.92	18,680	12	20	July 1, 1885	318	Bangor and Boston R. P. O. day line exchanges pouches with Corinna, Cambridge, Dexter, and Dover. Dexter exchanges pouches with Corinna and Newport. Newport exchanges pouches with Corinna.
15.72	9,840	6	4	.....	.....	Supplied by Dexterville, Wis. Connects with Vesper and Dexterville Junction, Wis., pouch service, and with Fort Howard, Wis., and Winona, Minn., R. P. O.
2.94	1,840	6	2	July 1, 1886	43	Connects at Dickey, Colo., with Denver and Leadville, Colo., R. P. O.
28.82	86,083	12	36	July 1, 1885	178	
14.75	9,234	6	10	Mar. 15, 1886	97	
4.80	3,105	6	2	July 1, 1884	15	
14.05	17,501	12	10	July 1, 1885	165	
11.62	14,173	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 to Dover, daily.

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 routes.	Contract designation, termini of route.	Corporate title of company.
Doylestown and Lansdale, Pa.	2	8075	Lansdale, Doylestown, Pa.	Philadelphia and Reading..
Dresden and Penn Yan, N. Y.	2	6007	Dresden, Penn Yan, N. Y.	Fall Brook.....
Dudley and Saxton, Pa.	2	8138	Saxton, Dudley, Pa.	Hunt and Broad Top.....
Dundee Junction (n. o.) and Airlie, Oreg.	8	44008	Dundee Junction, Airlie, Oreg.	Oreg. R. R. Co. (limited) line.
Durant and Tehula, Miss.	4	18023	Durant, Tehula, Miss.	Illinois Central R. R.....
Eagle Bend and Sauk Centre, Minn.	6	26047	Sauk Centre, Eagle Bend, Minn.	St. Paul, Minn., and Manitoba.
Eagle and Elkhorn, Wis.	6	25041	Elkhorn, Eagle, Wis.	Chicago, Milwaukee and St. Paul.
East Berlin and Berlin, Pa.	2	8933	Berlin and East Berlin, Pa.	Western Maryland.....
East Las Vegas and Las Vegas, Hot Springs, N. Mex.	7	39007	East Las Vegas, Las Vegas, Hot Springs, N. Mex.	Atch., Topeka and S. F.....
Easton and Oxford, Md.	2	9503	Easton, Oxford, Md.	P., W. and B. (Del. Div.)....
East Saugus and Boston, Mass.	1	3902 (part)	Boston, East Saugus, Mass.	Boston, Maine R. R.....
Ebervale and Lumber Yard, Pa.	2	8134	Lumber Yard, Ebervale, Pa.	Lehigh Valley.....
Echo and Belton, Tex.	7	31041	Echo, Belton, Tex.	Missouri Pacific.....
Echo and Park City, Utah	8	41008	Echo, Park City, Utah.	Echo and Park City R. R....
Eckley and Tunnel, Pa.	2	8135	Tunnel, Eckley, Pa.	Lehigh Valley.....
Eland and Wausau, Wis.	6	25049 (part)	Manitowoc, Wausau, Wis.	Milwaukee, Lake Shore and Western.
Elizabethtown and Cecilian, Ky.	5	20010	Elizabethtown, Cecilian, Ky.	Chesapeake, Ohio and South Western.
Elkton and Guthrie, Ky.	5	20001	Elkton, Guthrie, Ky.	Louisville and Nashville....
Ellendale and Aberdeen, Dak.	6	35012 (part)	Ellendale, Ashton, Dak.	Chicago, Milwaukee and St. Paul.
Ellenville and Summitville, N. Y.	2	5113	Summitville, Ellenville, N. Y.	N. Y., Ont. and West.....
Elmore and Rumphtown, S. C.	4	14022	Elmore, Rumphtown, S. C.	Entawville R. R.....
Ellsworth, Minn., and Sioux Falls, Dak.	6	27037	Ellsworth, Minn., Sioux Falls, Dak.	Burlington, Cedar Rapids and Northern.
Elmer and Salem, N. J.	2	7021	Elmer, Salem, N. J.	West Jersey.....
El Paso, Tex., and Deming, N. Mex.	7	33965	El Paso, Tex., Deming, N. Mex.	Southern Pacific.....
Emmitsburgh and Rocky Ridge, Md.	3	10919	Emmitsburgh, Rocky Ridge, Md.	Emmitsburgh.....
Essex and Wenham Depot, Mass.	1	3008	Wenham Depot, Essex, Mass.	Boston and Maine R. R.....
Eufaula and Clayton, Ala.	4	17021	Eufaula, Clayton, Ala.	Eufaula and Clayton R. R.
Eureka and Hydesville, Cal.	8	46944	Eureka, Hydesville, Cal.	Eureka and Eel River R. R.
Eustis and Lane Park, Fla.	4	16008 (part)	Astor, Leesburgh, Fla.	Florida Southern R. R.....
Evensville and Vincentown, N. J.	2	7064	Evensville, Vincentown, N. J.	Penna. (Amboy Div.).....
Fall Brook and Blossburgh, Pa.	2	8142	Fall Brook, Blossburgh, Pa.	Fall Brook Coal Co.....

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
10.71	30,170	27	28	July 1, 1885	Pounds. 564	
0.28	7,861	12	12	Aug. 26, 1885	65	
6.18	3,868	6	4	July 1, 1885	96	
52.60	32,928	6	18	Mar. 28, 1887	175	New service. Established February 28, 1887. Connects at Dundee Junction with Portland and Coburgh R. P. O.
27.41	17,159	6	4			
37.34	23,375	6	16	July 1, 1887	146	Supplied by Sauk Centre, Minn., with Boundary Line and St. Paul, Minn., and with Little Falls and Morris, Minn., R. P. O.
17.56	10,992	6	16	July 1, 1887	47	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.
7.23	4,526	6	4	July 1, 1885	76	
6.45	18,834	28	12	July 1, 1886	103	Connects at East Las Vegas, N. Mex., with La Junta, Colo., and Albuquerque, N. Mex., R. P. O.
110.62	9,972	9	6	July 1, 1885	497	¹ Balance of route (44.08 miles) covered by Clayton and Easton R. P. O. (See Table A*.)
10.74	13,446	12	28	July 1, 1885	199	Boston exchanges pouches with Faulkner, Maplewood, Linden, Cliftondale, Saugus, and East Saugus with additional round trip to Maplewood daily.
6.23	7,800	12	12	July 1, 1885	169	
7.06	10,368	14	8	July 1, 1886	246	Connects at Echo, Tex., with Denton and San Antonio, Tex., R. P. O., and at Belton, Tex., with Temple and Ballinger, Tex., R. P. O.
28.45	41,537	14	14	July 1, 1886	324	Connects at Echo with Omaha, Nebr., and Ogden, Utah, R. P. O. Pouches exchanged with Ogden and Salt Lake P. O.'s.
1.20	751	6	5	July 1, 1885	37	
123.01	28,808	12	18	July 1, 1887	1,775	¹ Balance of route covered by Ashland and Milwaukee, Wis., R. P. O. (See Table A*.) Supplied by initial and terminal offices and by Ashland and Milwaukee, Wis., R. P. O. Connects at Wausau, Wis., with Merrill and Tomah, Wis., R. P. O.
6.37	3,968	6	6	July 1, 1884	68	
11.95	14,961	12	10	Mar. 16, 1885	82	
137.58	27,433	7	12	July 1, 1886	938	¹ Balance of route covered by Ortonville, Minn., and Mitchell, Dak., R. P. O. Supplied by initial and terminal offices. Connects at Aberdeen, Dak., with Aberdeen and Bowdle, Dak., pouch service, and with Oakes, Dak., and Hawarden, Iowa, and Ortonville, Minn., and Mitchell, Dak., R. P. O.'s.
8.55	13,381	15	14	July 1, 1885	245	
33.78	21,146	6	10	Dec. 15, 1886	83	
42.10	28,354	6	8	July 1, 1887	235	Supplied by initial and terminal offices and by Cedar Rapids, Iowa, and Watertown, Dak., R. P. O. Connects at Sioux Falls, Dak., with Egan, Dak., and Sioux City, Iowa, R. P. O., Sioux Falls and Salem, Dak., pouch service, and with Worthington, Minn., and Sioux Falls, Dak., R. P. O.
17.35	27,158	15	10	July 1, 1885	213	Makes all El Paso, Tex., connections, and connects at Deming, N. Mex., with Rincon and Deming, N. Mex., R. P. O.; Deming, N. Mex., and Los Angeles, Cal., R. P. O., and Silver City and Deming, N. Mex., pouch service.
88.70	64,761	7	12	July 1, 1886	959	Connects Baltimore and Bristol and Baltimore and Williamsport R. P. O.'s at Rocky Ridge.
6.94	13,033	16	15	July 1, 1885	203	Essex exchanges pouches with Bangor and Boston R. P. O. and Boston.
5.45	6,823	12	4	July 1, 1885	80	
21.53	20,768	7	18	July 1, 1884	100	
28.70	33,428	12	20	July 1, 1886	444	Supplied by initial and terminal offices.
129.60	18,530	6	14	Feb. 15, 1886	805	¹ 25.15 miles reported as Astor and Leesburgh R. P. O. (See Table A*.)
8.04	3,806	12	4	July 1, 1885	57	¹ Steamboat service Lane Park to Leesburgh, Fla.
7.64	4,783	6	4	Aug. 2, 1886	42	

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 routes.	Contract designation, termini of route.	Corporate title of company.
Fall Creek, Ill., and Hannibal, Mo.	6	23041 (part)	Quincy, Ill., Hannibal, Mo..	Chicago, Burlington and Quincy.
Farmington and Phillips, Mo..	1	20	Farmington, Phillips, Mo...	Sandy River R. R.
Fergus Falls, Minn., and Milnor, Dak.	6	26042 (part)	Wadena, Minn., Milnor, Dak.	Northern Pacific
Flemington and Lambertville, N. J.	2	7009	Lambertville, Flemington, N. J.	Pennsylvania
Flomaton and Repton, Ala.	4	17026	Flomaton, Repton, Ala.	Louisville and Nashville R. R.
Florence, Wis., and Crystal Falls, Mich.	6	24032 (part)	Powers, Crystal Falls, Minn.	Chicago and Northwestern.
Florence and Tusculumbia, Ala.	4	17025	Florence, Tusculumbia, Ala..	Memphis and Charleston R. R.
Flourtown and Conshohocken, Pa.	2	8074	Conshohocken, Flourtown, Pa.	Phila. and Reading
Fond du Lac and Iron Ridge, Wis.	6	25035	Fond du Lac, Iron Ridge, Wis.	Chicago, Milwaukee and St. Paul.
Forks Creek and Central City, Colo.	7	38021	Forks Creek, Central City, Colo.	Colorado Central
Fort Collins and Stout, Colo.	7	38027 (part)	Greeley, Stout, Colo.	Greeley, Salt Lake and Pacific.
Fort Madison and Collett, Iowa.	6	27064	Fort Madison, Collett, Iowa.	Fort Madison and North Western.
Fort Smith and Jenson, Ark.	7	29019	Fort Smith, Jenson, Ark.	St. Louis and San Fran.
Fort Valley and Perry, Ga.	4	15017	Fort Valley, Perry, Ga.	Southwestern R. R.
Fostoria and Flint, Mich.	9	24047	Fostoria, Flint, Mich.	Flint and Pere Marquette.
Frackville and Pottsville, Pa. ...	2	8050	Pottsville, Frackville, Pa. ...	Philadelphia and Reading ..
Franklin and Bellingham, Mass. ...	1	3075	Bellingham, Franklin, Mass.	Milford, Franklin and Providence R. R.
Franklin, Mass., and Valley Falls, R. I.	1	3006	Franklin, Mass., and Valley Falls, R. I.	New York and New England R. R.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
46.29	3,937	6	12	July 1, 1887	<i>Pounds.</i> 643	Supplied by initial and terminal offices. Connects with lines centering at Hanibal, Mo., and at Fall Creek, Ill., with Quincy, Ill., and Louisiana, Mo., R. P. O.
18.25	22,849	22	46	July 1, 1885	179	¹ Balance of route covered by Quincy, Ill., and Louisiana, Mo., R. P. O. (See Table A*.) Farmington and Lewiston R. P. O. exchanges pouches with Fairbanks, Strong, Phillips, West Freeman, Salem, Kingfield. Farmington exchanges pouches with Fairbanks, Strong, Phillips, West Freeman, Salem, and Kingfield. Phillips exchanges with Strong and Fairbanks. Strong exchanges pouches with Fairbanks, West Freeman, Salem, and Kingfield. Salem exchanges with West Freeman and Kingfield.
466.91	41,885	6	12	July 1, 1887	289	¹ 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 Boundary Line and St. Paul, Minn., R. P. O., and with Pellican Rapids and Fergus Falls, Minn., pouch service. Connects at Breckinridge, Minn., with Neche, Dak., and Saint Paul, Minn., R. P. O.
12.46	23,400	18	24	July 1, 1885	179	
29.87	18,699	6	4	July 1, 1884	12	
16.21	21,981	13	14	July 1, 1884	366	¹ 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.
6.29	7,876	12	4	July 1, 1884	165	
7.19	4,501	6	4	July 1, 1885	40	
28.83	36,095	12	24	July 1, 1887	154	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.
11.47	10,746	14	8	July 1, 1886	328	Connects at Forks Creek, Colo., with Denver and Georgetown, Colo., R. P. O.
15.14	9,478	6	2	July 1, 1886	434	¹ 24.05 miles of route (38027) between Greeley and Fort Collins, Colo., covered by the La Salle and Denver, Colo., R. P. O. Connects at Fort Collins, Colo., with La Salle and Denver, Colo., R. P. O.
45.13	28,251	6	16	July 1, 1887	88	Supplied by Fort Madison, Iowa. Connects at Fort Madison, Iowa, with Burlington, Iowa, and St. Louis, Mo., and with Burlington, Iowa, and Carrollton, Mo., R. P. O's.
13.97	10,198	7	10	.....	.....	New service; not reported last year. Connects at Fort Smith, Ark., with Pierce City, Mo., and Fort Smith, Ark., and Fort Smith, Ark., and Leland, Miss., R. P. O.
12.86	16,101	12	4	July 1, 1884	95	
24.46	15,312	6	20	July 1, 1884	84	¹ At Otter Lake, connects Mackinaw City and Detroit R. P. O. At Flint connects Bay City, Wayne, and Detroit; Fort Gratiot and Chicago and Ludington and Toledo P. P. O's.
11.55	21,691	18	16	July 1, 1885	197	
5.37	10,085	18	10	July 1, 1885	125	Milford exchanges pouches with Providence, R. I., and Boston and Hopewell Junction R. P. O.
14.46	13,104	12	24	July 1, 1885	143	Boston exchanges pouches with South Attleboro, Providence exchanges pouches with Abbot Run, Arnold's Mills, Diamond Hill, South Attleboro, West Wrentham, Sheldonville, and Milford. Boston and Hopewell Junction exchanges pouches with West Wrentham and Sheldonville.

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.
Franklin Furnace and Branchville Junction, N. J.	2	7025 (part)	Waterloo, Franklin Furnace, N. J.	Sussex.....
Freeland and Jeddo, Pa.	2	8058	Jeddo, Freeland, Pa.	Lehigh Valley.....
Frederick and Araby, Md.	3	10004	Araby, Frederick, Md.	Baltimore and Ohio.....
Fulton and Guerneville, Cal. .	8	46027	Fulton, Guerneville, Cal.	San Francisco and North Pacific R. R.
Fultonham and Redfield, Ohio	5	21069 (part)	Thurston, Redfield, Ohio.	Columbus and Eastern.....
Gadsden and Atalla, Ala.	4	17020	Gadsden and Atalla, Ala.	East Alabama Rwy.
Galena and Galena Junction (n. o.), Ill.	6	23092	Galena, Galena Junction (n. o.), Ill.	Chicago, Burlington and Northern.
Galesburgh and Rio, Ill.	6	23009 (part)	Peoria, Rio, Ill.	Chicago, Burlington and Quincy.
Galesville and Trempealeau, Wis.	6	25054	Trempealeau, Galesville, Wis.	Chicago and Northwestern.
Galewood and Dunning, Ill.	6	23091	Galewood, Dunning, Ill.	Chicago, Milwaukee and St. Paul.
Garner and Dows, Iowa.	6	27057	Dows, Garner, Iowa.	Burlington, Cedar Rapids and Northern.
Garo and London, Colo.	6	38024	Garo, London, Colo.	Denver, South Park and Pacific.
Geneva and Aurora, Ill.	6	23056	Geneva, Aurora, Ill.	Chicago and Northwestern.
Genoa and Cedar Rapids, Nebr.	6	34025	Genoa, Cedar Rapids, Nebr.	Omaha, Niobrara and Black Hills.
Georgetown and Haverhill, Mass.	1	3013	Georgetown, Haverhill, Mass.	Boston and Maine R. R.
Georgetown and Round Rock, Tex.	7	31026	Georgetown, Round Rock, Tex.	International and Great Northern.
Georgetown and Silver Plume, Colo.	7	38020 (part)	Golden, Silver Plume, Col. ...	Colorado Central.....
Gilbertville and Mechanic's Falls, Me.	1	19	Mechanic's Falls, Gilbertville, Me.	Rumford Falls and Buckfield R. R.
Gilroy and Tres Pinos, Cal.	6	46034	Gilroy, Tres Pinos, Cal.	Southern Pacific R. R.
Glade Springs and Saltville, Va.	3	11014	Glade Spring, Saltville, Va.	Norfolk and Western.....
Glasgow Junction and Glasgow, Ky.	5	20011	Glasgow Junction, Glasgow, Ky.	Louisville and Nashville....
Glen Carbon and Schuylkill Haven, Pa.	2	8061	Schuylkill Haven, Glen Carbon, Pa.	Philadelphia and Reading..
Glencoe and Hutchinson, Minn.	6	28056	Glencoe, Hutchinson, Minn.	Chicago, Milwaukee and Saint Paul.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
18.63	10,805	12	8	July 1, 1885	<i>Pounds.</i> 336	¹ Balance of route (14.86 miles) covered by Franklin Furnace and Waterloo R. P. O. (See Table A*.)
2.47	1,546	6	4	July 1, 1885	161	Connects Baltimore and Martinsburgh and Baltimore and Winchester R. P. O.'s at Araby, and Lancaster and Frederick R. P. O. at Frederick, Connects at Fulton with Clowardale and San Francisco R. P. O.
3.85	17,271	43	31	July 1, 1885	583	
16.04	11,709	7	6	July 1, 1886	76	¹ Previous to July 27, 1886, closed-pouch service over whole of route 21069, Thurston and Redfield (33.76 miles), six times per week. July 27, 1886, R. P. O. service established between Redfield, Thurston, and Columbus. January 24, 1887, R. P. O. service extended to Zanesville, Ohio, omitting that part of route between Fultonham and Redfield now covered by closed pouches; distance, 6.12 miles. (See Table A*.)
6.12	4,815	12	8	Feb. 9, 1885	97	
5.90	7,360	12	8	July 1, 1884	171	Supplied by Minneapolis, Minn., and Savanna, Ill., R. P. O.
3.79	4,755	12	4	.....	.....
12.71	23,869	18	24	July 1, 1887	1,759	¹ Balance of route covered by Peoria and Galesburgh, Ill., R. P. O. (See Table A*.)
8.23	10,303	12	8	July 1, 1887	154	Supplied by Trempealeau, Wis., and by Chicago, Ill., and Winona, Minn., R. P. O.
2.80	3,506	12	4	.....	.....	Supplied by Chicago, Ill.
33.09	20,714	6	10	July 1, 1887	117	Supplied by initial and terminal offices. Connects at Dow, 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 Belmont, Iowa, with Hampton and Belmont, Iowa, pouch service, and with Mason City and Fort Dodge, Iowa, R. P. O.
15.57	11,306	7	16	July 1, 1886	171	Connects at Garo, Colo., with Como and Gunnison Colo., R. P. O.
10.62	33,240	30	36	July 1, 1887	391	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 Quincy, Ill., Forrester and Aurora, Ill., Chicago and Streator, Ill., and with Chicago, Forrester, Ill., and Dabunue, Iowa, R. P. O.'s, and with Turner, and Aurora, Ill., pouch service.
30.71	19,224	6	16	July 1, 1886	146	Supplied by initial and terminal offices, and by Columbus and Albion, Nebr., R. P. O.
7.31	4,576	6	4	July 1, 1885	65	South Groveland exchanges pouches with Haverhill and Newburyport and Boston R. P. O. Newburyport and Boston R. P. O. exchanges pouches with Portland and Boston R. P. O., via Haverhill.
10.32	15,067	14	12	July 1, 1886	285	Connects at Round Rock, Tex., with Palestine and Laredo, Tex., R. P. O. and Denison and San Antonio, Tex., R. P. O.
4.53	6,143	13	4	July 1, 1886	842	34.69 miles of route 38020, between Golden and Georgetown, Col., covered by Denver and Georgetown, Colo., R. P. O. Connects at Georgetown, Colo., with Denver and Georgetown, Colo., R. P. O.
1.93	1,208	6	2	July 1, 1885	388	Gilbertville exchanges pouches with Canton and Mechanic's Falls R. P. O.
20.60	27,933	13	14	July 1, 1886	232	Connects at Gilroy with San Francisco and Templeton R. P. O. Hollister and Tres Pinos exchange with San Francisco.
9.65	6,041	6	2	July 1, 1885	64	Connects Baltimore and Bristol and Lynchburgh and Bristol R. P. O.'s at Glade Spring.
11.00	11,473	10	8	July 1, 1884	349	
13.64	17,077	12	24	July 1, 1885	123	
14.24	8,914	12	4	Dec. 1, 1886	170	Supplied by Glencoe, Minn., and by Minneapolis, Minn., and Fargo, Dak., R. P. O.

TABLE C^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.
Glendale and Jonestown, Miss.	4	18006	Glendale, Jonestown, Miss.	Mobile and Northwestern R. R.
Glen Ellen and Sonoma Land- ing, Cal.	8	46089	Sonoma Landing, Glen Ellen, Cal.	Sonoma Valley R. R.
Goeben and Huron, Cal.	8	46088	Goeben, Huron, Cal.	Southern Pacific R. R.
Goeben and Pine Island, N. Y.	2	6010	Goeben, Pine Island, N. Y.	N. Y., L. E. and W.
Grafton and Phillippi, W. Va..	3	12012	Grafton, Phillippi, W. Va...	Grafton and Greenbrier
Grafton and Woodland, Cal.	8	46007	Woodland, Grafton, Cal.	California Pacific R. R.
Grand Rapids and Muskegon, Mich. ¹	9	24055	Grand Rapids, Muskegon, Mich.	Muskegon, Grand Rapids and Indiana.
Grantsburgh, Wis., and Rush City, Minn.	6	26051	Rush City, Minn., Grants- burgh, Wis.	Saint Paul and Duluth.....
Gratiot and Shullsburgh, Wis.	6	25004 (part)	Milton Junction, Shulls- burgh, Wis.	Chicago, Milwaukee and Saint Paul.
Gratiot, Wis., and Warren, Ill.	6	25020 (part)	Warren, Ill., Mineral Point, Wis.	Chicago, Milwaukee and Saint Paul.
Great Falls and Rollingsford (n. o.), N. H.	1	1021	Rollingsford (n. o.) and Great Falls, N. H.	Boston and Maine R. R.
Greensborough and Walnut Cove, N. C.	3	13011 (part)	Bennettsville, Walnut Cove, N. C.	Cape Fear and Yadkin Val- ley.
Greensburgh and Columbus, Ind.	5	22049	Greensburgh, Columbus, Ind.	Columbus, Hope and Green- burgh.
Green Spring and Romney, W. Va.	3	12014	Green Spring, Romney, W. Va.	Baltimore and Ohio.....
Greenup and Willard, Ky. ¹	5	20013	Willard, Greenup, Ky.	Eastern Kentucky.....
Greenville and Stoneville, Miss.	4	18011	Greenville, Stoneville, Miss.	Georgia, Pacific Railway...
Greenwich and Johnsonville, N. Y.	2	6082	Johnsonville, Greenwich, N. Y.	Greenwich and Johnsonville.
Greenwood Lake and State Line, N. Y.	2	7024 (part)	Jersey City, N. J., Green- wood, N. Y.	New York and Greenwood Lake.
Grinnell and Montezuma, Iowa.	6	27032	Grinnell, Montezuma, Iowa.	Central Iowa
Griswold and Red Oak, Iowa..	6	27055	Red Oak, Griswold, Iowa...	Chicago, Burlington and Quincy.
Grosse Isle and Slocum Junc- tion (n. o.), Mich. ¹	9	24011	Grosse Isle, Slocum Junc- tion (n. o.), Mich.	Michigan Central.....

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
					Pounds.	
18.78	13,709	7	6	.....	.....
21.40	15,622	7	6	July 1, 1886	88	Supplied by San Francisco post-office. Steamboat-messenger service between San Francisco and Sonoma Landing (24.95 miles), where trains connect.
40.56	29,609	7	10	July 1, 1886	241	Connects with San Francisco and Los Angeles, R. P. O. and Visalia and Goshen R. R. at Goshen. Supplied also by Tulare and Visalia P. O's. Service extended from Lemoore April 26, 1887.
12.09	15,138	12	14	July 1, 1885	101	
24.00	15,024	6	13	July 1, 1885	101	Connects Baltimore and Grafton, Grafton and Chicago, Grafton and Cincinnati, Grafton and Parkersburgh, and Grafton and Wheeling R. P. O's at Grafton.
9.92	7,242	7	6	July 1, 1886	65	Connects at Woodland with Delta and Sacramento R. P. O. Pouches exchanged with Woodland and Sacramento post-offices.
39.50	21,093	18	14	.....	.....	¹ Service established April 2, 1887.
17.94	10,854	6	6	July 1, 1887	73	Supplied by Rush City, Minn. Connects at Rush City, Minn., with Duluth and Saint Paul, Minn., R. P. O.
11.50	14,308	12	8	July 1, 1887	981	¹ Balance of route covered by Milton and Mineral Point, Wis., R. P. O. (See Table A*) Connects at Grafton, Wis., with Milton and Mineral Point, Wis., R. P. O. and with Gratiot, Wis., and Warren, Ill., pouch service.
17.15	8,952	12	28	July 1, 1887	1,015	¹ 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 with Dubuque, Iowa, and Mendota Ill., R. P. O's. Connects at Gratiot, Wis., with Milton and Mineral Point, Wis., R. P. O., and with Gratiot and Shullsburgh, Wis., pouch service.
2.68	6,710	24	25	July 1, 1885	247	Portland and Boston R. P. O. exchanges pouches with Great Falls, Berwick, and North Conway and Boston R. P. O. Great Falls exchanges with Dover, Portsmouth, and Manchester R. P. O. and Boston.
29.43	18,423	6	20	Feb. 16, 1885	336	Connects Greensborough and Bennettsville R. P. O. at Greensborough.
26.90	33,679	12	18	Jan. 15, 1884	111	
16.64	20,833	12	8	July 1, 1885	108	Connects Baltimore and Grafton R. P. O. at Green Spring.
.....	3,571	6	46	July 1, 1884	126	¹ R. P. O. service re-established August 24, 1886, to be known as the Greenup and Willard R. P. O. (See Table A*) Six additional round trips between Chesapeake and Ohio Junction and Grayson, Ky.; distance, 4.50 miles.
7.67	5,589	7	4	July 1, 1884	75	
15.34	28,809	18	14	July 1, 1885	180	
15.83	3,650	6	4	July 1, 1885	255	¹ Balance of route (45.63 miles) covered by Greenwood Lake and New York R. P. O. (See Table A*)
17.40	10,949	12	10	July 1, 1887	209	Supplied by initial and terminal offices. Connects at Grinnell, Iowa, with West Liberty and Council Bluffs, Iowa, and with Mason City and Albia, Iowa, R. P. O's. Connects at Montezuma, Iowa, with Muscatine and Montezuma, Iowa, R. P. O.
18.88	23,638	12	16	July 1, 1887	210	Supplied by initial and terminal offices, and by Burlington and Council Bluffs, Iowa, R. P. O. Connects at Red Oak, Iowa, with Red Oak, Iowa, and Nebraska City, Nebr., R. P. O., and at Griswold, Iowa, with Atlantic and Griswold, Iowa, pouch service.
2.36	1,477	6	2	July 1, 1884	27	¹ At Slocum Junction (n. o.), Mich., connects Detroit and Toledo R. P. O., day line.

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.
Groveton Junction and Lancaster, N. H.	1	1006	Groveton Junction, Concord, N. H.	Boston and Lowell R. R.
Guthrie Centre and Menlo, Iowa.	0	27059	Menlo, Guthrie Centre, Iowa.	Chicago, Rock Island and Pacific.
Hagerstown and Cambridge City, Ind.	5	21031	Harrison, Ohio, Hagerstown, Ind.	White Water
Halifax and Scotland Neck, N. C.	3	13019	Halifax, Scotland Neck, N. C.	Wilmington and Weldon ...
Hallettsville and Kennedy Junction, Tex.	7	31057	Hallettsville, Kennedy Junction, Tex.	San Antonio and Aransas Pass.
Hammondsport and Bath, N. Y.	2	6096	Bath, Hammondsport, N. Y.	Bath and Hammondsport...
Halstad and Moorhead, Minn.	6	20053	Moorhead, Halstad, Minn.	Saint Paul, Minneapolis and Manitoba.
Hampton and Belmond, Iowa.	6	27078	Hampton, Belmond, Iowa...	Central Iowa
Hannibal and Palmyra Junction, Mo.	7	28050	Hannibal, Palmyra, Mo.	Hannibal and Saint Joseph
Hanover Junction and Valley Junction, Pa.	2	8102	Hanover Junction, Gettysburg, Pa.	Western Maryland
Harbor and Ashtabula, Ohio.	5	81098	Ashtabula Harbor, Ohio ...	Ashtabula Street Ry. Co.
Harbor Springs and Petokey, Mich. ¹	9	24050	Harbor Springs, Petokey, Mich.	Grand Rapids and Indiana
Harlan and Avoca, Iowa.....	6	27045	Avoca, Harlan, Iowa.....	Chicago, Rock Island and Pacific.
Harlem and Andover, Dak.....	6	35022	Andover, Harlem, Dak.....	Chicago, Milwaukee and St. Paul.
Harrisville and Carthage, N. Y.	2	6134	Harrisville, Carthage, N. Y.	Carthage and Adirondack ..
Harrodsburgh Junction (n. o.) and Harrodsburgh, Ky.	5	20021	Harrodsburgh, Harrodsburgh Junction (n. o.), Ky.	Southwestern
Hartington and Wakefield, Nebr.	0	34022	Wakefield, Hartington, Nebr.	Chicago, St. Paul, Minn. and Omaha.
Hart and Mears, Mich. ¹	9	24046	Hart, Mears, Mich.....	Chicago and West Michigan.
Hartland and Pittsfield, Me. ...	1	20	Hartland, Pittsfield, Me. ...	Sebasticock and Moosehead R. R.
Hart's Road and Jacksonville, Fla.	4	16009	Hart's Road, Jacksonville, Fla.	Fla. Rwy. and Nav. Co.
Hartwell and Bowersville, Ga.	4	15029	Hartwell, Bowersville, Fla.	Hartwell R. R.
Harwood and Gonzales, Tex. ...	7	31040	Harwood, Gonzales, Tex. ...	G., H. and S. A.
Hastings and Red Cloud, Nebr.	6	34029	Hastings, Oxford, Nebr. ...	Burlington and Mo. River in Nebr.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
9.53	11,994	12	22	July 1, 1885	Pounds. 3,263	Balance of route (136.50 miles) covered by R. P. O. service. (See Table A*.) Lancaster and Boston R. P. O. exchanges pouches with Northumberland, Groveton 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 Groveton.
15.05	18,842	12	28	July 1, 1887	214	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O.
7.17	4,488	6	2	July 1, 1884	301	Balance of route (55.91 miles) covered by the Fort Wayne and Cincinnati R. P. O. (See Table A*.)
21.00	13,140	6	16	July 1, 1884	165	Connects Washington and Wilmington R. P. O. at Halifax.
76.60	47,952	6	10	Mar. 14, 1887	130	New service; not reported last year. Connects at Kennedy Junction, Tex., with San Antonio and Corpus Christi, Tex., R. P. O., and at Cuero, Tex., with Rosenberg and Cuero, Tex., R. P. O.
9.40	17,653	18	12	July 1, 1885	260	
34.31	10,705	4	9	July 1, 1887	84	Supplied by Moorhead, Minn. Connects at Moorhead, Minn., with Saint Paul, Minn., and Mandan, Dak., and with Neche, Dak., and Saint Paul, Minn., R. P. O's.
22.82	14,285	6	12	July 1, 1887	67	Supplied by initial and terminal offices. Connects at Hampton, Iowa, with Mason City and Albia, Iowa, and with Sumner and Hampton, Iowa, R. P. O's. Connects at Belmond, Iowa, with Mason City and Fort Dodge, Iowa, R. P. O. and with Garner and Dows, Iowa, pouch service.
15.93	33,230	20	40	July 1, 1887	618	Makes Hannibal, Mo., connections, and connects at Palmyra, Mo., with Quincy, Ill., and Kansas City, Mo., R. P. O.
16.63	8,301	12	8	July 1, 1885	671	Balance of route (23.70 miles) covered by Glyndon and Gettysburgh R. P. O. (See Table A*.)
1.00	7,312	18	6	June 15, 1885	84	Service performed on street cars.
8.35	10,454	12	12	July 1, 1884	53	At Petoskey, Mich., connects Mackinaw City and Grand Rapids R. P. O.
14.21	17,791	12	20	July 1, 1887	236	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.
35.79	34,924	6	20	Mar. 24, 1887	155	Supplied by Andover, Dak. Connects at Andover, Dak., with Ortonville, Minn., and Mitchell, Dak., R. P. O. Connects at Klidder, Dak., with Breckenridge, Minn., and Aberdeen, Dak., R. P. O.
21.71	13,550	6	8			
5.44	6,811	12	10	July 1, 1884	249	
33.04	21,159	6	22	July 1, 1886	152	Supplied by initial and terminal offices, and by Covington and Norfolk, Nebr., R. P. O.
4.15	2,598	6	8	July 1, 1884	70	At Mears, Mich., connects Pentwater and Muskegon R. P. O.
8.58	4,068	12	22			Route established January 24, 1887—136 days. Pittsfield exchanges pouches with Bangor and Boston R. P. O., West Palmyra, and Harland. West Palmyra exchanges with Pittsfield. Harland exchanges with West Palmyra, Pittsfield, and Bangor and Boston R. P. O.
23.27	33,974	14	8	July 1, 1884	141	
10.15	6,354	6	2	Nov. 1, 1882	366	
12.62	18,425	14	6	July 1, 1886	206	Connects at Harwood, Tex., with Houston and Del Rio, Tex., R. P. O.
41.48	56,247	13	16	Sept. 15, 1884	3,215	Balance of route covered by Kansas City, Mo., and Oxford, Nebr., R. P. O. (See Table A*.) Supplied by initial and terminal offices and by Omaha and McCook, Nebr., R. P. O. Connects at Hastings, Nebr., with Aurora and Hastings, Nebr., pouch service, and at Red Cloud, Nebr., with Red Cloud, Nebr., and Oberlin, Kans., Kansas City, Mo., and Oxford, Nebr., and with Crete and Red Cloud, Nebr., 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 routes.	Contract designation, termini of route.	Corporate title of company.
Hastings and Sidney, Iowa	6	27043	Hastings, Sidney, Iowa	Chicago, Burlington and Quincy.
Hatfield and Norwood, N. Y. . . .	2	6133	Hatfield, Norwood, N. Y. . . .	Rome, Wat. and Ogdensburg.
Hanser Junction (n. o.) and Cœur d'Alene, Idaho.	8	42002	Hanser Jnction, Cœur d'Alene, Idaho.	Spokane Falls and Idaho R. R.
Hayt's Corners and Willard, N. Y.	2	6128	Hayt's Corner's, Willard, N. Y.	Geneva, Ithaca and Sayre
Hazle Creek Bridge and Audenried, Pa.	2	8012	Hazle Creek Bridge, Audenried, Pa.	Lehigh Valley
Henderson and Morganfield, Ky. ¹	5	20034	Henderson, Morganfield, Ky.	Ohio Valley
Henderson and Overton, Tex.	7	81015	Henderson, Overton, Tex. . . .	International and Great Northern.
Henderson and Oxford, N. C. . . .	3	13014	Oxford, Henderson, N. C. . . .	Oxford and Henderson
Henley and Bayles, Cal	8	46003 (part)	Bayles, Henley, Cal	Southern Pacific R. R.
Hicksford, Va., and Margarettsville, N. C.	3	11036	Hicksford, Va., Margarettsville, N. C.	Moherrin Valley
Highlands and Branchport Junction, N. J.	2	7626 (part)	Highlands, Whiting, N. J. . . .	Central R. R. of New Jersey.
Hilbert and Appleton, Wis.	6	25040	Hilbert, Appleton, Wis.	Milwaukee and Northern
Hilliard's and Branchton Junction, Pa.	2	8152	Branchton Junction, Hilliard's, Pa.	Shenango and Allegheny
Hillsborough and Sardinia, Ohio	5	21066	Hillsborough, Sardinia, Ohio	Ohio and Northwestern.
Hinckley and Saint Cloud, Minn.	6	26049	Saint Cloud, Hinckley, Minn.	Saint Paul, Minneapolis and Manitoba.
Hodges and Abbeville, S. C. . . .	4	14009	Hodges, Abbeville, S. C. . . .	Richmond and Danville R. R.
Holsington and Great Bend, Kans.	7	33071	Holsington, Great Bend, Kans.	Kansas and Colorado
Holidaysburgh Junction (n. o.) and Newry, Pa.	2	8140	Holidaysburgh Junction, Newry, Pa.	Pennsylvania
Holyoke and Westfield, Mass. . . .	1	3069	Holyoke, Westfield, Mass. . . .	New Haven and Northampton R. R.
Honesdale and Carbondale, Pa.	2	8116	Honesdale, Carbondale, Pa. . . .	Dulawarand Hudson Canal Company.
Honesdale and Lackawaxen, Pa.	2	8009	Honesdale, Lackawaxen, Pa.	New York, Lake Erie and Western.
Hope and Ripon, Dak.	6	35003	Breckenridge, Minn., Hope, Dak.	Saint Paul, Minneapolis and Manitoba.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
22.22	13,910	6	10	July 1, 1887	<i>Pounds.</i> 139	Supplied by Hastings, Nebr., and by Burlington and Council Bluffs, Iowa, R. P. O. Connects at Hastings with Carson and Hastings, Iowa, pouch service.
13.54	8,470	6	2	-----	-----	
13.88	10,132	7	8	Mar. 14, 1887	112	Connects at Hauser Junction with Helena, Mont., and Portland, Oreg., R. P. O. New service, February 26, 1887.
5.75	12,598	21	13	July 1, 1885	124	
8.52	10,667	12	12	July 1, 1885	132	
-----	9,750	6	8	Feb. 14, 1887	209	¹ February 14, 1887, railroad service extended to Commercial Point, Ky., and R. P. O. service established, and is now known as the Henderson and Marion R. P. O. (See Table A*.)
17.01	12,417	7	12	July 1, 1886	229	Connects at Overton, Tex., with Texarkana, Ark., and Houston, Tex., R. P. O.
14.20	8,889	6	12	July 1, 1885	206	Connects Norfolk and Raleigh R. P. O. at Henderson.
96.47	70,423	7	44	July 1, 1886	1,323	Balance of route covered by Delta and Sacramento, and Red Bluff and Sacramento R. P. O's. Supplied also by Sacramento and San Francisco post-offices. Service extended November 26, 1886, February 26, 1887, and April 20, 1887.
18.77	11,750	6	10	July 1, 1885	31	Connects Washington and Wilmington R. P. O. at Hicksford, and Norfolk and Raleigh R. P. O. at Margarettsville.
17.91	6,868	² 8.25	8	July 1, 1886	471	¹ Balance of route (30.41 miles) covered by Red Bank and Bridgeton R. P. O. (see Table A*), and no service 3.90 miles, Branchport Junction to Eaton-town. ² Fifteen times a week for 3 months and 6 times a week for 9 months from Highlands to Branchport Junction.
21.83	27,331	12	12	July 1, 1887	144	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., and with Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., R. P. O's. Connects at Appleton, Wis., with Ashland and Milwaukee, Wis., R. P. O.
16.47	13,108	12	8	July 1, 1885	63	
19.59	12,263	6	16	July 1, 1884	229	
68.04	42,593	6	26	July 1, 1887	70	Supplied by initial and terminal offices. Connects at Hinckley, Minn., with Duluth and Saint Paul, Minn., R. P. O.; at Saint Cloud, Minn., with Boundary Line and Saint Paul, Minn., R. P. O., and at Milaca, Minn., with Milaca and Elk River, Minn., pouch service.
11.93	7,468	6	2	July 1, 1884	154	
10.34	7,548	7	4	-----	-----	Connects at Great Bend, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O., Great Bend and Ness City, Kans., R. P. O., and at Herington, Kans., with Osawatimie and McCracken, Kans., R. P. O. New service, and not reported last year.
3.06	3,831	12	8	July 1, 1885	124	
11.20	14,022	12	8	July 1, 1885	101	Holyoke exchanges pouches with Westfield and Williamsburgh and New Haven R. P. O.
17.48	38,299	21	30	July 1, 1885	205	
24.04	31,225	12	28	July 1, 1885	401	
29.84	9,310	3	22	July 1, 1886	763	¹ 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.

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.
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.
Hopewell Junction and Wicopee Junction, N. Y.	2	6125	Hopewell Junction, Wicopee Junction, N. Y.	New York and New England.
Hortonville and Oshkosh, Wis.	6	25048	Oshkosh, Hortonville, Wis.	Milwaukee, Lake Shore and Western.
Houlton, Me., and New Brunswick Line (n. o.).	1	16	Houlton, Me., New Brunswick Line (n. o.).	New Brunswick Railway.
Houston and Alvin, Tex.	7	31047	Houston, Alvin, Tex.	Gulf, Colorado and Santa Fe.
Houston and Columbia, Tex.	7	31008	Houston, Columbia, Tex.	International and Great Northern.
Houston and Sealy, Tex.	7	31020	Houston, Sealy, Tex.	Texas Western.
Hull and Old Colony House Station (n. o.), Mass.	1	3977	Old Colony House Station (n. o.), Hull, Mass.	Nantasket R. R.
Hunter and Phœnicia, N. Y.	2	6118	Phœnicia, Hunter, N. Y.	Stony Clove and Catskill.
Humboldt and Republic, Mich.	6	24053	Humboldt, Republic, Mich.	Marquette, Houghton and Ontonagon.
Hunter's Run and Pine Grove Furnace, Pa.	2	8052 (part)	Carlisle, Pine Grove Furnace, Pa.	Gettysburgh and Harrisburg.
Huntsville and Phelps, Tex.	7	31034	Huntsville, Phelps, Tex.	International and Great Northern.
Huron and Norwalk, Ohio.	5	21087	Huron, Norwalk, Ohio.	Wheeling and Lake Erie.
Hutchinson Junction and Hutchinson, Minn.	6	20060	Hutchinson Junction (n. o.), Hutchinson, Minn.	Saint Paul, Minneapolis and Manitoba.
Intersection, Pa., and Melrose, Md.	2	8082 (part)	Valley Junction, Pa., Melrose, Md.	Western Maryland.
Ione and Galt, Cal.	8	46923	Galt, Ione, Cal.	Central Pacific R. R.
Iron River Junction and Iron River, Mich.	6	24038	Iron River Junction, Iron River, Mich.	Chicago and Northwestern.
Ironton Junction (n. o.) and Wellston, Ohio.	5	21054 (part)	Dayton, Ironton, Ohio.	Dayton and Ironton.
Irvona and Bellwood, Pa.	2	8987	Bellwood, Irvona, Pa.	Bell's Gap.
Irwin and Blackburn, Pa.	12	8129	Irwin, Blackburn, Pa.	Youghiogheny.
Isabel and Brownsville, Tex.	7	31018	Isabel, Brownsville, Tex.	Rio Grande.
Jackson and Allenville, Mo.	7	28948	Jacksonville, Allenville, Mo.	Saint Louis, Iron Mountain and Southern.
Jacksonville and Pablo Beach, Fla.	4	16030	Jacksonville, Pablo Beach, Fla.	Jacksonville and Atlantic R. R.
Jacksonville and Saint Augustine, Fla.	4	16016	Jacksonville, Saint Augustine, Fla.	Jacksonville, St. Augustine and Halifax River R. R.
Jamaica and Brooklyn, N. Y.	12	6124	Brooklyn, Jamaica, N. Y.	Long Island.
Jamestown and Burr Oak, Kans.	7	33032	Jamestown, Burr Oak, Kans.	Central Branch U. P.
Jamesville and Washington, N. C.	3	13913	Jamesville, Washington, N. C.	Norfolk Southern.
Jamesville and Afton, Wis.	6	25052	Afton, Jamesville, Wis.	Chicago and Northwestern.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
5.93	11,136	18	10	July 1, 1885	150	Providence and New London R. P. O. exchanges pouches with Woodsville and Hope Valley.
11.23	8,519	3	6	July 1, 1885	1,051	Mails carried in one direction only from Hopewell Junction.
23.77	29,760	12	12	July 1, 1887	150	Supplied by initial and terminal offices. Connects at Hortonville, Wis., with Ashland and Milwaukee, Wis., R. P. O.; at Crete, Wis., with Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O., and at Oshkosh, Wis., with Fort Howard, Wis., and Chicago, Ill., and with Oshkosh and Milwaukee, Wis., R. P. O's.
4.00	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.
23.71	51,923	21	8	July 1, 1886	447	Makes Houston, Tex., connections, and connects at Alvin, Tex., with Gainesville and Galveston, Tex., R. P. O.
51.00	15,912	3	20	July 1, 1886	139	Makes Houston, Tex., connections.
52.87	16,495	3	12	July 1, 1886	48	Makes Houston, Tex., connections, and connects at Sealy, Tex., with Gainesville and Galveston, Tex., R. P. O.
7.75	9,703	12	4	July 1, 1885	55	Hull exchanges pouches with Boston.
15.11	9,459	6	8	July 1, 1885	300	
8.70	10,892	12	4	July 1, 1884	60	Supplied by Humboldt, Mich., and by Marquette and Houghton, Mich., R. P. O.
18.97	11,230	12	8	July 1, 1885	413	¹ Balance of route (10 miles) covered by Carlisle and Gettysburgh, R. P. O. (See table A*.)
8.38	12,235	14	6	July 1, 1886	213	Connects at Phelps, Tex., with Texarkana, Ark., and Houston, Tex., R. P. O.
13.67	17,115	12	8	July 1, 1884	88	
53.40	33,428	6	10	-----	-----	Supplied by Minneapolis, Minn., and by Neche, Dak., and Saint Paul, Minn., R. P. O. Connects at Hutchinson, Minn., with Glencoe and Hutchinson, Minn., pouch service.
13.70	2,373	6	4	July 1, 1885	331	¹ Balance of route (10 miles) covered by Carlisle and Gettysburgh, R. P. O. (See table A*.)
27.85	20,930	7	10	July 1, 1886	333	Connects at Galt with Sacramento and San Francisco R. P. O.
19.81	12,401	6	4	July 1, 1884	88	Supplied by Florence, Wis. Connects at Iron River Junction, Mich., with Florence, Wis., and Crystal Falls, Mich., pouch service.
3.00	264	12	4	June 1, 1884	160	Balance of route covered by Dayton and Ironton R. P. O., 162.81 miles. (See Table A*.) Previous to June 5, 1887, Dayton and Ironton R. P. O. divided at Wellston, Ohio. Commencing June 5, 1887, clerks run through between Dayton and Ironton, Ohio, omitting Wellston, Ohio, making closed-pouch service, Ironton Junction (n. o.) to Wellston, Ohio.
25.62	32,076	12	12	July 1, 1885	90	
8.53	5,330	6	4	July 1, 1885	31	
23.16	16,907	7	2	July 1, 1886	26	
16.90	10,579	6	20	July 1, 1887	139	Connects at Allenville, Mo., with Saint Louis, Mo., and Columbus, Ky., R. P. O.
17.48	10,942	6	6	Feb. 4, 1887	44	
36.80	58,728	14	10	Aug. 1, 1884	455	
9.18	28,738	30	32	Feb. 11, 1885	224	¹ Average number.
33.86	42,893	12	28	July 1, 1886	381	Connects at Jamestown, Kans., with Atchison and Lenora, Kans., R. P. O.
22.57	14,129	6	14	July 1, 1885	198	Connects Norfolk and Edenton R. P. O. at Jameville by boat, between Jamesville and Edenton.
6.64	12,470	18	10	July 1, 1887	168	Supplied by Chicago, Ill., and Winona, Minn., R. P. O. Connects at Janeville, Wis., with Fort Howard, Wis., and Chicago, Ill., and Milton and Mineral Point, Wis., R. P. O's, and with Janeville and Beloit, 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.
Janesville and Beloit, Wis	0	25036	Janesville, Beloit, Wis	Chicago, Milwaukee and St. Paul.
Jefferson Junction and Susquehanna, Pa.	2	8064 (part)	Carbondale, Susquehanna . .	N. Y., L. E. and W
Jeffersonville and Claysville Junction (n. o.), Ohio.	5	21057	Jeffersonville, Claysville Junction (n. o.), Ohio.	Cin'tl, Hock. Val. and Toledo
Jeffersonville and New Albany, Ind.	5	22007 (part)	New Albany, Indianapolis, Ind.	Pennsylvania Company
Johnson Junction (n. o.), and Hillsborough, Ky.	5	20019	Johnson Junction (n. o.), Hillsborough, Ky	Cincinnati and Southeastern
Johnsonville and Stoneville, Miss.	4	18013	Stoneville, Johnsonville, Miss.	Georgia Pacific Railway
Juab and Frisco, Utah	8	41001 (part)	Juab, Frisco, Utah	Utah Central Railway
Junction and Columbia, Pa.	2	8031 (part)	Columbia, Sinking Springs, Pa.	Philadelphia and Reading
Junction and Mound City, Ill.	6	23028	Junction, Mound City, Ill . .	Illinois Central
Kaaterskill and Kaaterskill Junction, N. Y.	2	6131	Kaaterskill Junction, Kaaterskill, N. Y.	Kaaterskill
Katahdin Iron Works and Milo Junction (n. o.), Me.	1	9	Milo Junction (n. o.), Katahdin Iron Works, Me.	Bangor and Katahdin Iron Works Railroad.
Keating and Karthaus, Pa	2	8167	Keating, Karthaus, Pa.	Pennsylvania
Kenesaw and Kearney, Nebr	6	34030	Kenesaw, Kearney, Nebr. . . .	Burlington and Mo. River, in Nebr.
Kensett and Searcy, Ark.	7	29011	Kensett, Searcy, Ark	Searcy and West Point.
Keokuk, Iowa, and Warsaw, Ill.	6	23027 (part)	State Line (n. o.), Warsaw, Ill.	Toledo, Peoria and Western.
Keyport and Freehold, N. J	2	7043	Keyport, Freehold, N. J	Freehold and New York
Kingfield and Strong Station (n. o.), Me.	1	25	Strong Station (n. o.), Kingfield, Me.	Franklin and Magalloway R. R.
King's Mountain Station and Yosemite, Ky.	5	20028	King's Mountain Station and Yosemite, Ky.	Cin. and Green River
Kingston and Rome, Ga.	4	15008	Kingston, Rome, Ga	Rome R. R.
Kingston Depot and Narragansett Pier, R. I.	1	4007	Kingston Depot (n. o.), Narragansett Pier, R. I.	Narragansett Pier R. R.
Kin Kora and Juliustown, N. J.	2	7012	Kin Kora, Juliustown, N. J.	Penna
Kinzua Junction and Smithport, Pa.	2	8132 (part)	Bradford, Smithport, Pa. . . .	Brad., B. and K
La Harpe, Ill., and Burlington, Iowa.	0	23076	La Harpe, Ill., Burlington, Iowa.	Toledo, Peoria and Western.
Lake City and Cadillac, Mich.	0	24066	Lake City, Cadillac, Mich. . . .	Cadillac and Northeastern.

parts of railroads over which no railway post-office run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
15.76	19,731	12	4	July 1, 1887	<i>Pounds.</i> 103	Supplied by Racine, Wis., and Rock Island, Ill., R. P. O. Connects at Janesville, Wis., with Fort Howard, Wis., and Chicago, Ill., and with Milton and Mineral Point, Wis., R. P. O.'s, and with Janesville and Afton, Wis., pouch service.
13.81	2,334	6	2	July 1, 1885	231	¹ Balance of route (35.70 miles) covered by Nineveh and Carbondale R. P. O. (See Table A*.)
	13,216	6	16	July 1, 1884	72	¹ R. R. service discontinued March 31, 1887.
5.75	14,308	24	25	July 1, 1884	3,917	¹ Balance of route (107.72 miles) covered by Indianapolis and Louisville R. P. O. (See Table A*.)
10.90	18,091	16	16	July 1, 1884	111	¹ Six round trips over whole line and twelve additional round trips between Johnson Junction and Flemingsburgh, distance 6.00 miles.
20.54	12,858	6	2	July 1, 1884	29	
130.15	101,579	7	26	July 1, 1886	837	Balance of route covered by Ogden and Salt Lake, and Salt Lake and Juab R. P. O.'s. (See Table A*.)
11.73	14,686	12	8	July 1, 1885	417	¹ Balance of route (28 miles) covered by Reading and Quarryville R. P. O. (See Table A*.)
2.91	1,840	6	2	July 1, 1887	73	Supplied by Centralia and Cairo, Ill., R. P. O. Connects at Mound City, Ill., with Danville and Cairo, Ill., R. P. O.
7.40	9,265	12	12	July 1, 1885	154	¹ Service only 3 months in the year.
19.09	11,324	6	12	July 1, 1885	58	Greenville and Bangor R. P. O. exchanges pouches with Brownville and Katahdin Iron Works. Brownville exchanges pouches with Milo; Katahdin Iron Works exchanges pouches with Brownville and Milo. Extra round trip daily from Milo Junction to Brownville.
22.17	13,878	6	6			
24.67	18,616	7	16	July 1, 1886	360	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.
4.76	8,930	18	8	July 1, 1886	286	Connects at Kensett, Ark., with Saint Louis, Mo., and Texarkana, Ark., R. P. O.
16.47	8,100	12	6	July 1, 1887	1,607	¹ Balance of route covered by Logansport, Ind., and Keokuk, Iowa, R. P. O. (See Table A*.) Connects at Keokuk, Iowa, with Burlington, Iowa, and Saint Louis, Mo.; Keokuk and Huneaton, Iowa, Des Moines and Keokuk, Iowa, Keokuk, Iowa, and Clayton, Ill., and with Logansport, Ind., and Keokuk, Iowa, R. P. O.'s.
14.99	42,227	37	25	July 1, 1885	334	
15.19	9,509	6	22	July 1, 1885	65	Farmington and Lewiston R. P. O. exchanges pouches with West Freeman, Salem, and Kingfield; Farmington exchanges pouches with Freeman, Salem, and Kingfield; Salem exchanges pouches with West Freeman and Strong; Kingfield exchanges pouches with Salem and Strong.
11.42	7,149	6	8	July 1, 1884	63	
20.28	20,608	14	6	July 1, 1884	841	
8.50	8,451	18	29	July 1, 1885	298	Providence and New London R. P. O. exchanges pouches with Narragansett Pier, Gould, Peacedale, Rocky Brook, and Wakefield. Narragansett Pier exchanges pouches with Providence and Boston, Providence and New York R. P. O.
9.87	12,357	13	12	July 1, 1885	125	
15.84	19,831	13	20	July 1, 1885	125	¹ Balance of route (10.34 miles) covered by Wells-ville and Bradford R. P. O. (See Table A*.)
20.11	25,178	12	10	July 1, 1887	141	Supplied by initial and terminal offices and by Logansport, Ind., and Keokuk, Iowa, R. P. O.; connects at Burlington, Iowa, with all lines centering at that point.
13.05	17,090	12	8	Feb. 1, 1886	82	¹ At Cadillac, Mich., connects the Cadillac and Fort Wayne and Mackinaw City and Grand Rapids 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, terminal of route.	Corporate title of company.
Lake George and Fort Edward, N. Y.	2	6032	Fort Edward, Lake George, N. Y.	Del. and Hud. Canal Company.
Lake Linden and Junction (n. o.), Mich.	6	24069	Junction (n. o.) Lake Linden, Mich.	Hancock and Calumet.....
Lake Park, Iowa, and Worthington, Minn.	6	27085	Lake Park, Iowa, Worthington, Minn.	Burlington, Cedar Rapids and Northern.
Lake Roland and Stevenson, Md.	3	10018	Lake Roland, Stevenson, Md.	Northern Central.....
Lanes and Georgetown, S. C.	4	14020	Lanes, Georgetown, S. C.	Georgetown and Lanes R. R.
Lansdale and Norristown, Pa.	2	8008	Norristown, Lansdale, Pa.	Phila. and Reading.....
Larned and Burdett, Kans.	7	33061	Larned, Burdett, Kans.	Chicago, Kans. and Western.
Latrobe and Ligonier, Pa.	2	8118	Latrobe, Ligonier, Pa.	Ligonier Valley.....
Laurens and Newberry, S. C.	4	14012	Newberry, Laurens, S. C.	Richmond and Danville R. R.
Lawrence and Lowell, Mass.	1	8017	Lowell, Lawrence, Mass.	Boston and Lowell R. R.
Lawrence and Salem, Mass.	1	3005	Salem, Lawrence, Mass.	Boston and Maine R. R.
Lawrenceburgh Junction (n. o.) and Lawrenceburgh, Ind.	5	22045	Lawrenceburgh Junction (n. o.) and Lawrenceburgh, Ind.	Cincinnati, Indianapolis, St. Louis and Chicago.
Lawrenceville and Harrison Valley, Pa.	2	8130	Lawrenceville, Harrison Valley, Pa.	Fall Brook Coal Company..
Lawton and Hartford, Mich.	9	24063	Lawton, Hartford, Mich.	Paw Paw and Toledo and South Haven.
Leaman Place and Strasburgh, Pa.	3	8026	Strasburgh, Leaman Place, Pa.	Strasburgh.....
Lebanon and Cornwall, Pa.	2	8149	Lebanon, Cornwall.....	Cornwall.....
Leeds Junction (n. o.) and Lewiston, Me.	1	3	Farmington, Brunswick, Me.	Maine Central R. R.....
Lehi and Silver City, Utah.	8	41011	Lehi, Silver City, Utah.	Salt Lake and Western R'y.
Leicester Junction, Vt., and Addison Junction (n. o.), N. Y.	1	2008	Leicester Junction, Vt., and Addison Junction (n. o.), N. Y.	Central Vermont R. R.....
Lewisburgh and Sunbury, Pa.	2	8153	Sunbury, Lewisburgh, Pa.	Philadelphia and Reading..
Lewiston and South Auburn, Me.	1	21	Lewiston, South Auburn, Me.	Grand Trunk R. R.....
Lewiston and Suspension Bridge, N. Y.	2	6016 (part)	Buffalo, Lewiston, N. Y.	N. Y. C. and H. R.....

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
15.95	22,466	127	64	July 1, 1886	584	¹ 12 round trips for 9 months and 27 round trips for 3 months, per week. ² 44 pouches daily for 9 months and 64 pouches daily for 3 months.
3.23	4,715	14	4	Sept. 10, 1886	225	Supplied by Houghton and Calumet, Mich., and by Marquette and Houghton, Mich., R. P. O.; connects at junction with Houghton and Calumet, Mich., pouch service.
18.79	11,762	6	4	July 1, 1887	216	Supplied by Worthington, Minn., and by Cedar Rapids, Iowa, and Watertown, Dak., R. P. O.; connects at Worthington, Minn., with Saint Paul, Minn., and Council Bluffs, Iowa, and with Worthington, Minn., and Sioux Falls, Dak., R. P. O's.
5.51	3,449	6	4	July 1, 1885	33	Supplied by closed pouches from Baltimore, Md.
39.20	24,539	6	4	July 1, 1884	148	
10.80	10,141	9	14	July 1, 1885	127	
24.12	15,099	6	10	Feb. 21, 1887	64	New service; not reported last year; connects at Larned, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O.
10.80	13,522	12	8	July 1, 1886	103	
31.78	19,894	6	10	July 1, 1884	218	
14.08	26,442	18	14	July 1, 1885	127	Tewksbury exchanges pouches with Lowell, Boston, Saint Albans and Boston R. P. O. and Boston; Lowell exchanges pouches with Lawrence and Portland and Boston R. P. O.
22.33	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 R. P. O.; Portland and Boston R. P. O. Peabody exchanges with Boston and Manchester, Lawrence and Boston R. P. O., with additional round trip daily from Salem to Peabody.
2.46	4,876	119	8	July 1, 1884	376	¹ One round trip daily, and two daily except Sunday.
32.42	40,590	12	22	July 1, 1886	128	
20.21	25,303	12	12	July 1, 1884	136	¹ At Lawton, Mich., connects Detroit and Chicago R. P. O. At Hartford, Mich., connects Grand Rapids and La Crosse R. P. O.
5.25	6,573	12	4	July 1, 1886	56	
6.25	7,825	12	12	July 1, 1885	76	
16.32	20,433	12	18	July 1, 1885	870	Balance of route (51.33 miles) supplied by R. P. O. service. (See Table A ¹ .) Farmington and Lewiston exchanges pouches with Sabattus, Wilton, Livermore Falls, Farmington and West Farmington. Bangor and Boston R. P. O. exchanges pouches with Sabattus, Wilton, Farmington and West Farmington. Lewiston exchanges with Sabattus. Connects with Salt Lake and Juab R. P. O. at Lehi.
54.20	33,929	6	6	July 1, 1886	50	
15.63	9,784	6	20	July 1, 1885	83	Essex Junction and Boston R. P. O. exchanges pouches with Whiting, East Shoreham, North Orwell, Lanabee Point and Ticonderoga. North Orwell exchanges pouches with Ticonderoga. Rutland, Bennington and Troy R. P. O. exchanges pouches with East Shoreham and North Orwell.
9.35	8,780	9	12	July 1, 1885	50	
5.97	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. R. service exchanges pouches with Lewiston and Auburn.
4.75	2,973	6	4	July 1, 1885	3,979	¹ Balance of route (24.73 miles) covered by Suspension Bridge and Buffalo R. P. O. (See Table A ¹ .)

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 routes.	Contract designation, terminal of route.	Corporate title of company.
Little River and Hollyrood, Kans.	7	33065	Little River, Hollyrood, Kans.	Chicago, Kansas and Western.
Lockport Junction (n. o.) and Tonawanda, N. Y.	2	6015	Tonawanda, Lockport Junction (n. o.), N. Y.	N. Y. C. and H. R.
Locust Valley and Mineola, N. Y.	2	6044	Mineola, Locust Valley, N. Y.	Long Island
Longview and Tatum, Tex.	7	31048	Longview, Tatum, Tex.	Galveston, Sabine and Saint Louis.
Lorain and Grafton, Ohio	5	21041	Lorain, Bridgeport	Cleveland, Lorain and Wheeling.
Los Angeles and San Pedro, Cal.	8	46013	San Pedro, Los Angeles, Cal.	Southern Pacific R. R.
Los Angeles and Santa Monica, Cal.	8	46020	Los Angeles, Santa Monica, Cal.	Los Angeles and Independence R. R.
Louisburgh and Franklinton, N. C.	3	13025	Louisburgh, Franklinton, N. C.	Raleigh and Gaston
Louisville and Prospect (n. o.), Ky.	5	20023	Louisville, Prospect (n. o.), Ky.	Louisville and Nashville....
Louisville and Wadley, Ga.	4	15028	Wadley, Louisville, Ga.	Louisville and Wadley R. R.
Luverne, Minn., and Doon, Iowa.	6	26030	Luverne, Minn., and Doon, Iowa.	Chicago, Saint Paul, Minn. and Omaha.
Lyle, Minn., and Mason City, Iowa.	6	27010 (part)	Albia, Iowa, and Lyle, Minn.	Central Iowa
Lyon Mountain and Loon Lake, N. Y.	2	6132	Lyon Mountain and Loon Lake, N. Y.	Chateaugay
Lyons and Denver, Colo.	7	38028	Lyons, Denver, Colo.	Denver, Utah and Pacific ..
McNeil and Magnolia, Ark.	7	29015	McNeil, Magnolia, Ark.	St. Louis, Ark. and Texas..
Madison and Elmira, Cal.	8	46015	Elmira, Madison, Cal.	Vaca Valley and Clear Lake R. R.
Madisonville and Providence Ky.	5	20031	Madisonville, Providence, Ky.	Louisville and Nashville ...
Mahaffey and Irvona, Pa.	2	8165	Irvona, Mahaffey, Pa.	Bell's Gap
Mahopac and Golden's Bridge, N. Y.	2	6023	Golden's Bridge, Mahopac, N. Y.	N. Y. C. and H. R. (Harlem Div.).
Malcolm and Antigo, Wis.	6	25060	Antigo and Malcolm, Wis.	Milwaukee, Lake Shore and Western.
Malvern and Hot Springs, Ark.	7	29005	Malvern, Hot Springs, Ark.	Hot Springs
Manchester and Barnegat, N. J.	2	7050	Manchester, Barnegat, N. J.	Central R. R. of N. J.
Manchester and North Weare, N. H.	1	1003	Manchester, North Weare, N. H.	Concord R. R.
Mankato Junction and Mankato, Minn.	6	26019	Mankato Junction (n. o.), Mankato, Minn.	Winona and Saint Peter

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
27.15	16,996	6	42	Feb. 21, 1887	<i>Pounds.</i> 168	New service; not reported last year. Connects at Little River, Kans., with Florence and Ellinwood, Kans., R. P. O. Connects at Geneseo, Kans., with Wichita and Geneseo, Kans., and Osawatimie and McCracken, Kans., R. P. O's. Including sacks.
12.36	15,400	12	34	July 1, 1885	981	
11.57	14,486	12	12	Aug. 25, 1885	244	
22.51	16,432	7	12	Jan. 24, 1887	24	Connects at Longview, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O., and Texarkana, Ark., and Houston, Tex., R. P. O.
16.35	20,470	12	11	July 1, 1884	820	Balance of route (142.06 miles) covered by Cleveland and Wheeling R. P. O. (See Table A*.)
26.46	19,316	7	14	July 1, 1886	158	Connects at Los Angeles with Deming, N. Mex., and Los Angeles, Cal., Los Angeles and Santa Ana, and San Francisco and Los Angeles R. P. O.'s. Connect at Los Angeles with Deming, N. Mex., and Los Angeles, Cal., San Francisco and Los Angeles, and Los Angeles and Santa Ana R. P. O's.
19.77	28,864	14	6	July 1, 1886	70	Connects Norfolk and Raleigh R. P. O. at Franklinton.
10.40	13,021	12	8	Oct. 1, 1885	123	
11.00	6,886	6	6	July 1, 1884	41	
10.62	13,396	12	6	July 1, 1884	131	
28.29	17,709	6	10	July 1, 1887	114	Supplied by Laverne, Minn., and by Worthington, Minn., and Sioux Falls, Dak., R. P. O. Connects at Rock Rapids, Iowa, with Ellsworth, Minn., and Sioux Falls, Dak., pouch service.
128.57	38,741	13	12	July 1, 1887	1,652	Balance of route covered by Mason City and Albia, Iowa, R. P. O. (See Table A*.) Connects at Lyle, Minn., with St. Paul, Minn., and Waterloo, Iowa, R. P. O.; at Manly, Iowa, with Albert Lea, Minn., and Burlington, Iowa, R. P. O., and at Mason City, Iowa, with Mason City and Pt. Dodge, Iowa, Mason City and Albia, Iowa, Austin, Minn., and Mason City, Iowa.
23.23	14,542	6	4	.....	.....
44.97	28,151	6	14	July 1, 1886	85	Makes at Denver, Colo., connections and connects at Longmont, Colo., with La Salle and Denver, Colo., R. P. O., and at Erie and Canfield, Colo., with Brighton and Boulder, Colo., pouch service.
6.72	9,811	14	6	July 1, 1886	130	Connects at McNeil, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O.
27.51	24,442	12	24	July 1, 1886	223	Supplied by initial and terminal offices, and connects with Ogden, Utah, and San Francisco, Cal., R. P. O., and Sacramento, Benicia, and San Francisco. (Short run.)
16.70	10,454	6	6	July 1, 1884	95	
16.05	10,047	6	8	.....	.....
7.50	9,390	12	8	July 1, 1885	48	
13.47	8,432	6	2	July 1, 1887	35	Supplied by Antigo, Wis. Connects at Antigo, Wis., with Ashland and Milwaukee, Wis., R. P. O.
25.40	55,626	21	22	July 1, 1886	959	Connects at Malvern, Ark., with Saint Louis, Mo., and Texarkana, Ark., R. P. O.
22.24	41,767	18	24	July 1, 1885	188	
19.95	12,488	6	22	July 1, 1885	177	Manchester exchanges pouches with Goffstown, Goffstown Centre, Oil Mill Village, New Boston, East Weare, North Weare, Saint Albans and Boston R. P. O. exchanges pouches with Goffstown, New Boston, and North Weare, and Oil Mill Village.
4.35	11,797	26	6	July 1, 1887	250	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, R. P. O., and with Mankato and Wells, 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 southwest.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Manning and Audubon, Iowa	6	27080	Manning and Audubon, Iowa.	Chicago and Northwestern...
Manor Junction and Eastport Junction, N. Y.	2	6117	Manor Junction, Eastport Junction, N. Y.	Long Island
Manor Station and Claridge, Pa.	2	8111	Manor Station, Claridge, Pa.	Pennsylvania
Marblehead and Lynn, Mass.	1	3009	Lynn, Marblehead, Mass...	Boston and Maine R. R.
Marblehead and Salem, Mass.	1	3004	Salem, Marblehead, Mass...	Boston and Maine R. R.
Manahawkin and Beach Haven, N. J.	2	7042	Beach Haven, Manahawkin, N. J.	Pennsylvania
Marietta and Big Run, Ohio	5	21098	Marietta, Big Run, Ohio...	Marietta Mineral
Marietta, Ohio, and Parkersburgh, W. Va.	5	21049	Marietta, Ohio, Parkersburgh, W. Va.	Cincinnati, Washington and Baltimore.
Marlton and Haddonfield, N. J.	2	7045	Haddonfield, Marlton, N. J.	Camden and Atlantic
Marshall and Rosalia, Wash.	8	43015	Marshall, Rosalia, Wash...	Spokane and Palouse
Mauch Chunk and Tamaqua, Pa.	2	8100	Tamaqua, Mauch Chunk, Pa.	Central R. R. of New Jersey
Maysville and Pittsfield, Ill.	6	23075	Maysville, Pittsfield, Ill....	Wabash, St. Louis and Pacific.
Meadows and Whitefield Junction (n. o.), N. H.	1	1018	Whitefield Junction (n. o.), Meadows, N. H.	Whitefield and Jefferson R. R.
Meadville and Lineville, Pa.	2	8107	Meadville, Lineville, Pa....	Pennsylvania
Means and Cadiz, Ohio	5	21083	Means, Cadiz, Ohio	Pittsburgh, Cincinnati and Saint Louis.
Mears and Villa Grove, Colo.	7	38015	Mears, Villa Grove, Colo....	Denver and Rio Grande
Mechanicsburgh and Dillsburgh, Pa.	2	8080	Mechanicsburgh, Dillsburgh, Pa.	Cumberland Valley
Medford and Boston, Mass.	1	8012	Boston, Medford, Mass	Boston and Maine R. R.
Melrose and Vernon, Conn.	1	5008	Vernon, Melrose, Conn	New York and New England R. R.
Menominee, Mich., and Crivitz, Wis.	6	25057	Menominee, Mich., and Crivitz, Wis.	Milwaukee and Northern...
Menominee and Hunt, Wis.	6	25053	Red Cedar Junction (n. o.), Menominee, Wis.	Chicago, Milwaukee and St. Paul.
Meredith and Harrison Junction (n. o.), Mich.	9	24044	Meredith, Harrison Junction (n. o.), Mich.	Flint and Pere Marquette...
Micanopy Junction (n. o.) and Micanopy, Fla.	4	10017	Micanopy Junction (n. o.), Micanopy, Fla.	Florida Southern Rwy
Middleborough and Attleborough, Mass.	1	3043	Attleborough, Middleborough, Mass.	Old Colony R. R.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
17.99	22,522	12	16	July 1, 1887	<i>Pounds.</i> 287	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.
5.50	3,443	6	0	Aug. 25, 1885	72	
4.31	5,396	12	0	Apr. 12, 1886	69	
6.33	11,981	18	6	July 1, 1885	588	Marblehead exchanges pouches with Lynn and Boston via Lynn.
3.99	7,493	18	13	July 1, 1885	167	Marblehead exchanges pouches with Salem, and Banzor and Boston R. P. O., and Boston via Salem, and with Lynn via Salem.
12.03	15,002	12	6	.....	.....
.....	5,525	6	428	Feb. 15, 1885	139	November 8, 1886, service extended to Amesville, Ohio; increase in distance 7.33 miles. November 10, 1886, R. P. O. service established on this line. (See Table A*.)
15.08	37,760	24	29	July 1, 1884	751	
6.97	4,363	6	2	July 1, 1885	45	
27.13	19,811	7	8	.....	.....	New service established April 27, 1887. Connects at Marshall with Helena, Mont., and Portland, Oreg., R. P. O.
16.32	25,541	15	14	July 1, 1885	221	
6.86	18,605	26	6	July 1, 1887	304	Supplied by Bluffs, Ill., and Hannibal, Mo., and La Fayette, Ind., and Quincy, Ill., R. P. O's.
8.50	5,321	6	12	July 1, 1885	74	Whitefield exchanges pouches with Hazen's Mills and Jefferson. Lancaster and Boston R. P. O. exchanges pouches with Hazen's Mills, Meadows, Jefferson, and Jefferson Highlands.
21.10	39,626	18	20	July 1, 1885	221	
8.11	10,154	12	10	July 1, 1884	294	
20.16	12,620	6	10	July 1, 1886	150	Trains run from Salida, Colo., and there connect with Denver, Colo., and Ogden, Utah, R. P. O. and Denver, Pueblo and Leadville, Colo., R. P. O.
8.84	13,835	15	10	July 1, 1885	263	
5.31	13,296	24	14	July 1, 1885	200	Boston exchanges pouches with Glenwood and Medford.
13.15	16,463	12	20	July 1, 1885	109	Springfield and Hartford R. P. O. exchanges pouches with Ellington and Rockville. Rockville exchanges pouches with Ellington, Hartford and Boston and Hopewell Junction R. P. O. Vernon exchanges pouches with Melrose. Vernon Center exchanges pouches with Hartford.
22.79	28,533	12	14	July 1, 1887	141	Supplied by Menominee, Mich., and by Iron Mountain, Mich., and Green Bay, Wis., R. P. O's. Connects at Menominee, Mich., with Ishpeming, Mich., and Fort Howard, Wis., R. P. O.
16.46	10,304	6	10	July 1, 1867	303	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.
29.65	37,122	12	8	May 1, 1884	85	At Harrison Junction (n. o.), Mich., connects Ludington and Toledo and Manistee and East Saginaw R. P. O's.
4.11	5,146	12	4	Mar. 11, 1884	48	
22.00	27,544	12	29	July 1, 1885	40	Taunton exchanges pouches with Middleborough, East Taunton, Boston and Wellfleet R. P. O.; Barrowsville, Attleborough, Providence, Boston and Boston, Providence and New York 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.
Middleborough and Fall River, Mass.	1	3039	South Braintree Junction (n. o.), Mass., Newport, R. I.	Old Colony R. R.
Middletown and Berlin Depot (n. o.), Conn.	1	5003	Middletown, Berlin Depot (n. o.), Conn.	New York, New Haven and Hartford R. R.
Midville and Swainsborough, Ga.	4	15053	Midville, Swainsborough, Ga.	Midville and Swainsborough R. R.
Midway and Versailles, Ky...	5	20029	Midway, Versailles, Ky...	Versailles and Midway....
Milaca and Elk River, Minn...	6	26059	Elk River, Milaca, Minn...	St. Paul, Minneapolis and Manitoba.
Milbury and Grafton Depot (n. o.), Mass.	1	8026	Grafton Depot (n. o.), Milbury, Mass.	Boston and Albany R. R....
Milford and Bellingham, Mass.	1	3059	Milford, Bellingham, Mass..	Milford, Franklin and Providence R. R.
Milroy and Lewistown Junction, Pa.	2	8040	Lewistown Junction, Milroy, Pa.	Pennsylvania.....
Milwaukee Junction (n. o.) and West Detroit, Mich.	9	24062	Milwaukee Junction (n. o.) and Detroit Junction, Mich.	Grand Trunk.....
Milwaukee and Rugby Junction, Wis.	6	25017 (part)	Milwaukee, Ashland, Wis.	Wisconsin Central.....
Mineola and Hempstead, N. Y.	2	6111	Mineola, Hempstead, N. Y..	Long Island.....
Mineral Point and Potosi, Mo.	7	28049	Mineral Point, Potosi, Mo..	Saint Louis, Iron Mountain and Southern.
Minneapolis and Mendota, Minn.	6	28044	Mendota, Minneapolis, Minn.	Chicago, Milwaukee and Saint Paul.
Moira and Saint Regis Falls, N. Y.	2	6052	Moira, Saint Regis Falls, N. Y.	Northern Adirondack.....
Monmouth Junction and Rocky Hill, N. J.	2	7011	Rocky Hill, Monmouth Junction, N. J.	Pennsylvania.....
Montclair and Newark, N. J..	2	7027	Newark, Montclair, N. J...	Delaware, Lackawanna and Western.
Moncure and Pittsborough, N. C.	3	13029	Moncure, Pittsborough, N. C.	Pittsborough.....
Monico and Rhinelander, Wis.	6	25045	Monico, Rhinelander, Wis..	Milwaukee, Lake Shore and Western.
Monson and Monson Junction (n. o.), Me.	1	23	Monson Junction (n. o.), Monson, Me.	Monson R. R.
Montgomery and Argus, Ala..	4	17027	Montgomery, Argus, Ala...	Montgomery Southern Ry..

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
33.16	47,776	12	49	July 1, 1885	Pounds. 1,983	Balance of route (23.09 miles) covered by R. P. O. service. (See Table A ² .) Newport exchanges pouches with Bristol Ferry, Fall River, New Bedford, Providence, Boston, Boston, Providence and New York, and Boston, Springfield and New York R. P. O.'s. Fall River exchanges pouches with Bristol Ferry, Freetown, Middleborough, and Boston and Wellfleet R. P. O., north and south. Boston exchanges pouches with Lakeville, Freetown, and Tiverton. Taunton exchanges pouches with Tiverton and Myricksville. Additional trip from Newport to Fall River.
10.09	24,079	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 and New York R. P. O. short run, exchanges pouches with East Berlin, Berlin, and Middletown. Middletown exchanges pouches with Little River, Hartford, New Haven, and Boston.
18.42	11,531	6	6	.....	.....	.....
7.38	16,555	21	14	Oct. 21, 1885	229	.....
33.12	20,733	6	8	.....	.....	Supplied by initial and terminal offices. Connects at Milaca, Minn., with Hinckley and Salut Cloud, Minn., pouch service, and at Elk River, Minn., with Boundary Line and Saint Paul, Minn., R. P. O.
4.46	5,583	12	4	July 1, 1885	37	Milbury exchanges pouches with Boston, and Boston and Albany R. P. O.
4.93	9,258	18	10	July 1, 1885	95	Milford exchanges pouches with Franklin, Providence, and Boston and Hopewell Junction R. P. O.
12.04	16,200	12	12	July 1, 1885	116	.....
4.61	2,886	6	12	July 1, 1884	58	¹ At Milwaukee Junction (n. o.) connects Detroit and Grand Haven, and Fort Gratiot and Detroit R. P. O.'s. At West Detroit, 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.
50.66	60,768	19	26	July 1, 1887	1,660	¹ Balance of route covered by Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., and Ashland and Abbottsford, Wis., R. P. O.'s. (See Table A ² .) Connects at Milwaukee, Wis., with all lines centering at that point, and at Rugby Junction, Wis., with Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O.'s.
2.80	5,258	18	8	Aug. 25, 1885	161	.....
4.44	8,338	18	8	July 1, 1887	116	Connects at Mineral Point, Mo., with Saint Louis, Mo., and Columbus, Ky., R. P. O., and Saint Louis, Mo., and Texarkana, Ark., R. P. O.
10.06	12,595	12	6	July 1, 1887	501	Supplied by Minneapolis, Minn., and Saint Paul, Minn. Connects at Mendota, Minn., with Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O.'s, and at Minneapolis, Minn., with all lines centering at that point.
12.43	15,562	12	10	Mar. 15, 1886	99	.....
6.72	8,413	12	12	July 1, 1885	116	.....
6.60	8,263	12	34	July 1, 1885	358	.....
12.31	7,706	6	4	.....	.....	Connects Raleigh and Hamlet R. P. O. at Moncure.
14.76	9,239	6	2	July 1, 1887	101	Supplied by Ashland and Milwaukee, Wis., R. P. O.
6.16	7,712	12	4	July 1, 1885	63	Monson exchanges pouches with Greenville and Bangor R. P. O.
33.50	20,071	0	10	Apr. 13, 1887	76	.....

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.
Monticello and Drifton, Fla...	4	16002 (br'ch)	Monticello, Drifton, Fla....	Florida Railway and Navigation Company.
Monticello and Port Jervis, N. Y.	2	6078	Port Jervis, Monticello, N. Y.	Port Jervis, Monticello and New York.
Montour Junction and Imperial, Pa.	2	8127	Montour Junction, Imperial, Pa.	Montour.....
Montpelier Junction (n. o.) and Barre, Vt.	1	2017	Montpelier Junction (n. o.), Barre, Vt.	Central Vermont R. R.....
Mooers and West Chazy, N. Y.	2	6026	Albany, Mooers, N. Y.....	Delaware and Hudson Canal Company.
Morgan Junction and Cumberland, Ohio.	5	(part) 21048	Morgan Junction, Cumberland, Ohio.	Cincinnati, Wheeling and New York.
Morris and Brown's Valley, Minn.	6	26034	Morris, Brown's Valley, Minn.	Saint Paul, Minneapolis and Manitoba.
Morris Run and Blossburgh, Pa.	2	8136	Blossburgh, Morris Run, Pa.	Falls Brook Coal Company..
Mount Carmel and Alaska, Pa.	2	8088	Alaska, Mount Carmel, Pa.	Philadelphia and Reading.
Mount Gilead and Edison, Ohio.	5	21073	Edison, Mt. Gilead, Ohio....	Cleveland, Columbus, Cincinnati and Indianapolis.
Mount Healthy and Cincinnati, Hamilton and Dayton Junction (n. o.), Ohio.	5	21059	Cincinnati, Hamilton and Dayton Railroad Junction (n. o.) and Mount Healthy Ohio.	Cincinnati Northwestern...
Mount Jewett and Kane, Pa...	2	8066 (part)	Mount Jewett, Callery, Pa..	Pittsburgh and Western....
Mount Pleasant and Broad Ford, Pa.	2	8141	Broad Ford, Mount Pleasant, Pa.	Baltimore and Ohio.....
Mount Union and Robertsdale, Pa.	2	8085	Mount Union, Robertsdale, Pa.	East Broad Top.....
Mount Zion and Keosauqua, Iowa.	6	27062	Mount Zion, Keosauqua, Iowa.	Chicago, Rock Island and Pacific.
Narenta Station and Metropolitan, Mich.	6	24058	Narenta Station and Metropolitan, Mich.	Chicago and Northwestern.
Necedah and Necedah Junction, Wis.	6	25092	Necedah Junction, Necedah, Wis.	Princeton and Western....
Necedah and New Lisbon, Wis.	6	25022	New Lisbon, Necedah, Wis.	Chicago, Milwaukee and Saint Paul.
Neelysville and Doniphan, Mo.	7	28035	Neelysville, Doniphan, Mo.	Saint Louis, Iron Mountain and Southern.
Neillsville and Merrillon, Wis.	6	25037	Merrillon, Neillsville, Wis.	Chicago, Saint Paul, Minn., and Omaha.
Nephi and Chester, Utah.....	8	41010	Nephi, Chester, Utah.....	San Pete Valley Railway...
Nevada City and Colfax, Cal...	8	46019	Colfax, Nevada City, Cal...	Nevada County Narrow-Gauge Railroad.
Newark and Columbus, Ohio..	5	21001 (part)	Bellaire and Columbus, Ohio	Central Ohio.....
Newark and Delaware City, Del.	2	9507	Newark, Delaware City, Del.	Philadelphia, Wilmington and Baltimore.
New Bedford and Fall River, Mass.	1	3054	New Bedford, Fall River, Mass.	Fall River R. R.....
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.
New Brunswick and East Millstone, N. J.	2	7010	East Millstone, New Brunswick, N. J.	Pennsylvania.....
Newburgh and Greycourt, N. Y.	2	6004	Newburgh, Greycourt, N. Y.	New York, Lake Erie and Western.
Newburgh and State Centre, Iowa.	6	27068	Newburgh, State Centre, Iowa.	Central Iowa.....

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
4.00	2,504	6	4	July 1, 1884	Pounds. 765	
24.70	38,055	15	20	July 1, 1885	206	
11.00	13,772	12	10	July 1, 1885	121	
7.63	14,329	18	10	Aug. 5, 1885	215	Barre exchanges pouches with Montpelier and Saint Albans and Boston R. P. O.
11.75	7,356	6	6	July 1, 1885	4,039	¹ Balance of route (177 miles) covered by Rouse's Point and Albany R. P. O. (See Table A*.)
17.70	22,160	12	16	July 1, 1884	95	
47.29	27,603	6	23	July 1, 1887	227	Supplied by initial and terminal offices. Connects at Morris, Minn., with Neche, Dak., and Saint Paul, Minn., and with Little Falls and Morris, R. P. O.'s. Connects at Graceville, Minn., with Minneapolis, Minn., and Fargo, Dak., R. P. O.
3.76	4,708	12	4	July 1, 1885	62	
1.90	4,758	24	8	Feb. 11, 1885	80	
2.40	3,005	12	10	July 1, 1884	202	
7.08	8,864	12	8	July 1, 1884	93	
12.24	15,324	12	4	July 1, 1885	341	¹ Balance of route (126.87 miles) covered by Kane and Callery R. P. O. (See Table A*.)
10.38	6,498	6	18	July 1, 1885	54	
30.06	37,635	12	14	July 1, 1885	113	
5.07	6,348	12	8	July 1, 1887	144	Supplied by Mount Zion, Iowa, and by Des Moines and Keokuk R. P. O.
35.01	21,916	6	12	July 1, 1884	41	Supplied by Escanaba, Mich., and by Ishpeming, Mich., and Fort Howard, Wis., R. P. O.
16.24	10,166	6	4	July 1, 1887	25	Supplied by Saint Paul, Minn., and Elroy, Wis., R. P. O. Connects at Necedah, Wis., with Necedah and New Lisbon, Wis., pouch service.
12.76	15,975	12	8	July 1, 1887	200	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.
20.09	12,576	6	26	July 1, 1887	207	Connects at Neelysville, Mo., with Saint Louis, Mo., and Texarkana, Ark., R. P. O.
15.51	19,418	12	8	July 1, 1887	215	Supplied by Merrillon, Wis., and by Saint Paul, Minn., and Elroy, Wis., R. P. O. Connects at Merrillon, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O.
31.84	21,192	6	14	July 1, 1886	427	Connects at Nephi with Salt Lake and Juab R. P. O.
27.77	40,544	14	16	July 1, 1886	601	Connects at Colfax with Ogden, Utah, and San Francisco, Cal., R. P. O. Supplied also by closed pouch from Sacramento.
33.00	72,072	21	24	July 1, 1884	946	Balance of route (105.47) miles covered by Grafton and Chicago R. P. O. (See Table A*.)
12.68	23,813	18	5	July 1, 1885	89	
14.85	27,888	48	6	July 1, 1885	68	New Bedford exchanges pouches with Fall River.
3.00	5,634	18	6	Aug. 1, 1885	209	New Britain exchanges pouches with Boston, Springfield and New York R. P. O., day run, and New York and Boston R. P. O., short run.
8.50	10,717	12	12	July 1, 1885	73	
19.09	65,727	33	40	July 1, 1885	718	
26.98	16,889	6	18	July 1, 1887	73	Supplied by Grinnell, Iowa, and State Centre, Iowa. Connects at Newburgh, Iowa, with Mason City and Albia, Iowa, R. P. O. at Capron, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and at State Centre, Iowa, with Cedar Rapids and Council Bluffs, Iowa, 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.
Newburgh Junction and Vail's Gate Junction, N. Y.	2	6074	Vail's Gate Junction, Newburgh Junction, N. Y.	New York, Lake Erie and Western.
New Castle and New Castle Junction (n. o.), Pa.	2	8150	New Castle Junction (n. o.), New Castle, Pa.	Pittsburgh and Lake Erie.
New Castle and New Castle Junction (n. o.), Pa.	5	18125	Allegheny, New Castle, Pa.	Pittsburgh and Western....
New Canaan and Stamford, Conn.	1	5049 (part)	New Canaan, Stamford, Conn.	New York, New Haven and Hartford R. R.
New City and Nannet Junction, N. Y.	2	6104	New City, Nannet Junction, N. Y.	New Jersey and New York.
Newfield and Atlantic City, N. J.	2	7019	Newfield, Atlantic City, N. J.	West Jersey.....
New Galilee, Pa., and Rogers, Ohio.	5	21093	New Galilee, Pa., Rogers, Ohio.	Pittsburgh, Marion and Chicago.
New Madrid and Paw Paw, Mo.	7	28052	New Madrid, Paw Paw, Mo.	Saint Louis, Arkansas and Texas.
Newport News and Fortress Monroe, Va.	3	11031	Newport News, Fortress Monroe, Va.	Newport News and Mississippi Valley.
1 New Richmond Junction (n. o.), New Richmond, Ohio.	5	21085	New Richmond Junction, New Richmond, Ohio.	Cincinnati and Eastern....
New Rochelle and Harlem River, N. Y.	2	6109	New Rochelle, Harlem River, N. Y.	New York, New Haven and Hartford.
New Salisbury and Corydon, Ind.	5	22035	New Salisbury, Corydon, Ind.	Louisville, New Albany and Corydon.
New Sharon and Newton, Iowa.	6	27091	New Sharon, Newton, Iowa.	Central Iowa.....
Newton and Monroe, Iowa....	6	27036	Newton, Monroe, Iowa....	Chicago, Rock Island and Pacific.
Newton Junction, N. H., and Merrimac, Mass.	1	3015	Newton Junction, N. H., Merrimac, Mass.	Boston and Maine R. R.....
Newtown and Philadelphia, Pa.	2	8117	Philadelphia, Newtown, Pa.	Philadelphia, Newtown and New York.
Niles and Alliance, Ohio.....	5	21086	Alliance, Niles, Ohio.....	Alliance, Niles and Ashland.
Niles and San José, Cal.....	8	46029	Niles, San José, Cal.....	Central Pacific R. E.....
1 Niles, Mich., and South Bend, Ind.	9	24012	Niles, Mich., South Bend, Ind.	Michigan Central.....
Norfolk and Virginia Beach, Va.	3	11035	Norfolk, Virginia Beach, Va.	Norfolk and Virginia Beach R. R. and Improvement Company.
Norristown and Philadelphia, Pa.	2	8005	Philadelphia, Norristown, Pa.	Philadelphia and Reading..
North Abington and Hanover, Mass.	1	3076	North Abington, Hanover, Mass.	Hanover Branch R. R.....
North Attleborough and Attleborough, Mass.	1	3061	Attleborough, North Attleborough, Mass.	Boston and Providence R. R.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
12.60	31,550	24	28	July 1, 1885	<i>Pounds.</i> 237	
3.05	5,728	18	6	July 1, 1885	370	
3.05	3,819	12	6	July 1, 1885	659	¹ Balance of route 53.10 miles covered by Pittsburgh and Akron R. P. O. (See Table A*.)
8.25	5,544	18	22	.....	.....	Route established February 21, 1887. 112 days. New Canaan exchanges pouches with New Haven and New York R. P. O., Stamford, Springdale, Boston and New York R. P. O., short run. Additional round trip daily between Stamford and Springdale.
4.59	5,747	12	4	Sept. 1, 1886	.....
34.71	43,457	12	38	July 1, 1885	72	
14.11	8,823	6	10	July 1, 1884	73	
6.14	8,326	13	6	July 1, 1887	283	Connects at Paw Paw, Mo., with Cairo, Ill., and Texarkana, Ark., R. P. O., and at New Madrid, Mo., with Cairo, Ill., and Elmot, Ark., R. P. O., river line.
10.75	13,459	12	14	July 1, 1885	546	Connects Norfolk, Newport News, and Richmond R. P. O. at Newport News, and Cape Charles and Norfolk R. P. O. at Fortress Monroe.
.....	5,395	6	10	July 1, 1884	104	¹ Service discontinued January 31, 1887.
12.13	16,448	13	00	July 1, 1885	2,407	¹ One round trip Sundays.
8.39	10,504	12	10	Dec. 20, 1883	105	
33.66	21,071	6	28	July 1, 1887	154	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.
17.91	22,423	12	14	July 1, 1887	110	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.
4.85	9,108	18	10	July 1, 1885	126	Portland and Boston R. P. O. exchanges pouches with Merrimac and Newton. Boston exchanges with Merrimac.
23.28	43,720	18	30	July 1, 1885	332	
27.93	34,968	12	18	July 1, 1884	111	
18.30	36,271	19	34	July 1, 1886	312	Connects at Niles with Sacramento and San Francisco R. P. O. Closed-pouch service from San José and San Francisco.
12.43	15,562	12	10	July 1, 1884	93	¹ At Niles, Mich., connects Benton Harbor and Anderson; Detroit and Chicago, and Detroit, Three Rivers and Chicago R. P. O.'s.
18.80	11,769	6	6	July 1, 1885	57	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. Supplied by closed pouches from Norfolk.
16.21	35,516	21	49	July 1, 1885	534	
8.28	10,365	12	18	July 1, 1885	129	Boston exchanges pouches with Rockland, West Hanover, South Hanover, and Hanover. Additional round trip daily from North Abington to Rockland.
4.08	8,939	21	18	July 1, 1886	542	North Attleborough exchanges pouches with Attleborough, Boston, and Providence, R. I. Attleborough Falls exchanges pouches with Attleborough, Boston, and Providence, R. I. Plainville exchanges with Boston and Providence, R. I.

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 routes.	Contract designation, termini of routes.	Corporate title of company.
North Bennington and Bennington, Vt.	1	2015	Rutland, Bennington, Vt...	Bennington and Rutland R. R.
North Billerica and Somerville Station (n. o.), Mass.	1	3019	Somerville Station (n. o.), North Billerica, Mass.	Boston and Lowell R. R.
North Brookfield and East Brookfield, Mass.	1	3031	North Brookfield, East Brookfield, Mass.	Boston and Albany R. R.
North Clarendon and Cherry Grove, Pa.	2	8148	North Clarendon, Cherry Grove, Pa.	Warren and Farnsworth Valley.
North Grafton Station (n. o.) and Grafton, Mass.	1	3034	North Grafton Station (n.o.), Grafton, Mass.	Grafton Centre R. R.
North Woodstock and Plymouth, N. H.	1	1023	Plymouth, North Woodstock, N. H.	Boston and Lowell R. R.
Norton's Mills and Island Pond, Vt.	1	7	Portland, Me., Norton's Mills, Vt.	Grand Trunk R. R.
Nutt (n. o.) and Lake Valley, N. Mex.	7	89008	Nutt (n. o.), Lake Valley, N. Mex.	Atchison, Topeka and Santa Fe.
Ocean City and Berlin, Md.	2	10009	Salisbury, Ocean City, Md..	Wicomico and Pocomoke ..
O'Fallen Depot and Belleville, Ill.	6	23031	Belleville, O'Fallen Depot, Ill.	Louisville and Nashville....
Ogdensburgh and DeKalb Junction, N. Y.	2	6036 (part)	Rome, Ogdensburgh, N. Y..	Rome, Wattertown and Ogdensburgh.
Olean, N. Y., and Bradford, Pa.	2	8121	Bradford, Pa., Olean, N. Y..	Buffalo, New York and Philadelphia.
Oliver Springs and Hunnicent, Tenn.	5	19022	Hunnicent, Oliver Springs, Tenn.	Walden's Ridge
Olympia and Tenino, Wash.	8	43003	Tenino Olympia, Wash.	Olympia and Chehalis Valley R. R.
Orange C. H. and Gordonsville, Va.	3	11025	Orange C. H., Gordonsville, Va.	Virginia Midland
Oregon and Savanna, Ill.	6	23073 (part)	Oregon, Ill., Saint Paul, Minn.	Chicago, Burlington and Northern.
Oronogo and Joplin, Mo.	7	128054 (part)	Oronogo, Mo., Galena, Kans.	Saint Louis and San Francisco.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
5.07	19,043	36	26	Feb. 11, 1885	Pounds. 3,892	Balance route (52.75 miles) covered by R. P. O. service. (See Table A*.) Bennington exchanges pouches with North Bennington, Rutland, Albany, and Troy. Boston and Troy R. P. O., Essex Junction and Boston R. P. O., Rutland, Bennington, and Troy R. P. O., and Saint Albans and North Bennington R. P. O.
19.70	24,664	12	34	July 1, 1886	198	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.
4.52	12,732	27	12	July 1, 1885	199	North Brookfield exchanges pouches with East Brookfield and Boston and Albany R. P. O.
10.47	13,108	12	8	July 1, 1885	74	
3.00	10,490	30	24	Aug. 5, 1885	193	Boston and Albany exchanges pouches with Grafton and North Grafton. Worcester exchanges pouches with Grafton and North Grafton. Boston, Springfield, and New York exchanges pouches with Grafton and North Grafton.
21.06	13,163	6	28	July 1, 1885	117	Lancaster and Boston exchanges pouches with Blair, Campton, West Campton, Campton Village, West Thornton, Woodstock, and North Woodstock. Plymouth exchanges pouches with Campton Village and West Campton.
16.02	20,057	12	16	July 1, 1885	1,963	Island Pond exchanges pouches with Norton's Mills, Newport, Richford, and Springfield R. P. O., Montreal and the Canadian R. P. O. Portland and Island Pond R. P. O. exchanges pouches with Montreal and the Canadian R. P. O.
13.25	9,073	7	2	July 1, 1886	153	Connects at Nmtt, N. Mex., with Rincon and Deming, N. Mex., R. P. O.
17.19	6,751	9	4	July 1, 1885	133	¹ Balance of route (23.86 miles) covered by Berlin and Salisbury R. P. O. (See Table A*.)
7.34	4,585	6	4	July 1, 1887	58	Supplied by Belleville, Ill. Connects at O'Fallen Depot, Ill., with Cincinnati, Ohio, and Saint Louis, Mo., R. P. O., and at Belleville, Ill., with Nashville, Tenn., and Saint Louis, Mo., Louisville, Ky., and Saint Louis, Mo., and with Saint Louis, Mo., and El Dorado, Ill., R. P. O's.
119.55	36,715	18	12	July 1, 1885	2,258	¹ Balance of route (122.72 miles) covered by Norwood and Rome R. P. O. (See Table A*.)
23.68	44,471	18	24	July 1, 1885	130	
18.06	11,306	6	4	July 1, 1884	39	
16.84	11,563	7	10	July 1, 1886	357	Connects with Tacoma, Wash., and Portland, Oreg., R. P. O. at Tenino.
9.42	18,674	19	23	July 1, 1885	80	Connects Fredericksburgh and Orange C. H. and Washington and Charlotte R. P. O's at Orange C. H., and Richmond and Clifton Forge R. P. O. at Gordonsville.
146.59	63,176	13	14	July 1, 1887	910	¹ Balance of route (286.70 miles) covered by Minneapolis, Minn., and Savanna, Ill., R. P. O. (See Table A*.) Supplied by initial and terminal offices. Connects at Oregon, Ill., with Forreston and Aurora, Ill., and Chicago, Forreston, Ill., and Dubuque, Iowa, R. P. O's. Connects at Savanna, Ill., with Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O., and with Racine, Wis., and Rock Island, Ill., R. P. O. Connects at Polo, Ill., with Dubuque, Iowa, and Mendota, Ill., R. P. O.
11.00	24,090	21	30	July 1, 1887	681	¹ Ten miles of route 28054, between Joplin, Mo., and Galena, Kans., covered by Girard and Galena, Kans., R. P. O. (See Table A*.) Connects at Oranogo, Mo., with Saint Louis, Mo., and Halstead, Kans., R. P. O.; at Joplin, Mo., with Kansas City and Joplin, Mo., R. P. O., Fort Scott, Kans., and Joplin, Mo., R. P. O., and Girard and Galena, Kans., R. P. O., and Webb City and Joplin, Mo., 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 southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Oroville and Marysville, Cal. . .	8	46000	Marysville, Oroville, Cal. . .	Northern California R. R. . .
Osceola Mills and Ramey, Pa. . .	2	8099	Osceola Mills, Ramey, Pa. . .	Pennsylvania
Owl Run and Warrenton, Va. . .	3	11924	Owl Run, Warrenton, Va. . .	Virginia Midland.
Oxford and Peters Creek, Pa. . .	2	8094	Oxford, Peters Creek, Pa. . . .	Peach Bottom
Palatka and Daytona, Fla.	4	16931	Palatka, Daytona, Fla.	St. John's and Halifax R. R. . .
Palisade and Eureka, Nev.	8	45002	Palisade, Eureka, Nev.	Eureka and Palisade R. R. . .
Paris and Lexington, Ky.	5	12002 (part)	Covington, Lexington, Ky. . .	Kentucky Central
Park River and Larimore, Dak. . .	6	35006 (part)	Everest, Park River, Dak. . .	Saint Paul, Minneapolis and Manitoba.
Paterson and Newark, N. J. . . .	2	7936	Newark, Paterson, N. J. . . .	New York, Lake Erie and Western.
Pelican Rapids and Fergus Falls, Minn.	6	26043	Fergus Falls, Pelican Rap- ids, Minn.	Saint Paul, Minneapolis and Manitoba.
Pemberton and Brooksville, Fla. . .	4	16023 (part)	Leesburgh, Brooksville, Fla. . .	Florida and Southern Rwy. . .
Pennsborough and Ritchie C. H., W. Va.	3	12004	Pennsborough, Ritchie C. H., W. Va.	Pennsborough, Harrisville, and Ritchie County Rwy. Pensacola and Perdido R. R. Silver Lake
Pensacola and Millview, Fla. . . .	4	16065	Pensacola, Millview, Fla. . . .	San Francisco and North Pacific R. R.
Perry and Silver Springs, N. Y. . .	2	6370	Silver Springs, Perry, N. Y. . .	
Petaluma and Lakeville, Cal. . . .	8	46004	Petaluma, Lakeville, Cal. . . .	
Peters and Oakdale, Cal.	8	46035	Peters, Oakdale, Cal.	Stockton and Copperopolis R. R.
Petersburgh and City Point, Va.	3	11010	Petersburgh, City Point, Va.	Norfolk and Western
Philadelphia and Chestnut Hill R. R. Station, Pa.	2	8160	Philadelphia, Chestnut Hill R. R. Station, Pa.	Philadelphia, Germantown, and C. H.
Phoenixville and Uwchland, Pa.	2	8066	Phoenixville, Uwchland, Pa. . .	Philadelphia and Reading. . .
Phoenixville and West Cheas- ter, Pa.	2	8048	Westchester, Phoenixville, Pa.	Pennsylvania
Pine Bush and Middletown, N. Y.	2	6092	Middletown, Pine Bush, N. Y.	N. Y., L. E. and W. (Mid- dletown and Crawford Branch).
Pittsburgh and Castle Shan- non, Pa.	2	8095	Pittsburgh, Castle Shan- non, Pa.	Pitts. and Castle Shanno. . .
Plainview and Chatfield, Minn. . .	6	23018	Chatfield, Plainview, Minn. . .	Winona and Saint Peter. . . .
Plattsburgh and Au Sable Forks, N. Y.	2	6029	Plattsburgh, Au Sable Forks, N. Y.	Del. and Hud. Canal Co.
Plattsburgh and Rogersfield, N. Y.	2	6105	Plattsburgh, Rogersfield, N. Y.	Chateaugay
Pleasantville and Somers Point, N. J.	2	7929	Pleasantville, Somers Point, N. Y.	West Jersey
Point Pleasant and Bay Head Junction, N. J.	2	7003 (part)	Elizabethport, Bay Head Junction, N. J.	Central R. R. of N. J.
Poland and Herkimer, N. Y. . . .	2	6119	Herkimer, Poland, N. Y. . . .	Herk., Newport and Po- land.
Pomeroy and Landenburgh, Pa.	2	8131	Landenburgh, Pomeroy, Pa. . .	Pennsylvania
Pomeroy and Starbuck, Wash. . .	8	42014	Starbuck, Pomeroy, Wash. . .	Oreg. Rwy. and Navig. Co. . .
Port Huron and Almont, Mich. . .	9	24060	Port Huron, Almont, Mich. . .	Pt. Huron and Northwestern

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
27.50	20,075	7	14	July 1, 1886 ¹	<i>Pounds.</i> 273	Connects at Marysville with Red Bluff and Sacramento R. P. O. Exchanges made with Marysville.
9.04	11,318	12	14	July 1, 1885	152	
9.25	20,258	21	29	July 1, 1885	233	Connects Washington and Charlotte R. P. O. at Owl Run.
19.12	11,969	6	20	July 1, 1885	98	
54.15	33,898	6	16	Mar. 7, 1887	170	
90.58	28,355	3	6	July 1, 1888	208	Connects at Palisade with Ogden, Utah, and San Francisco, Cal., R. P. O. Palisade exchanges with Eureka and Mineral Hill.
18.86	35,419	18	20	July 1, 1884	2,460	¹ Balance of route (80 miles) covered by the Cincinnati and Livingston and Mayville, Paris, and Cincinnati R. P. O's. (See table A*.)
36.37	23,080	0	18	July 1, 1886	443	¹ Balance of route (78.84 miles) covered by Larimore, Dak., and Breckinridge, Minn., R. P. O. (See Table A*.) Supplied by initial and terminal offices. Connects at Larimore, Dak., with Crookston, Minn., and Towner, Dak., R. P. O., and with Larimore, Dak., and Breckenridge, Minn., R. P. O.
11.37	14,235	12	26	July 1, 1885	120	
22.76	14,248	6	10	July 1, 1887	141	Supplied by Fergus Falls, Minn. Connects at Fergus Falls, Minn., with Boundary Line and Saint Paul, Minn., and with Wadena and Fergus Falls, Minn., R. P. O's, and with Fergus Falls, Minn., and Millnor, Dak., pouch service.
10.50	6,578	6	4	Oct. 21, 1885	706	¹ 30.19 miles reported as Palatka and Bartow R. P. O. (See Table A*.)
9.09	11,361	12	6	July 1, 1885	.....	Connects Grafton and Cincinnati and Grafton and Parkersburgh R. P. O's. at Pennsborough.
10.25	6,417	6	2	July 1, 1884	24	
7.31	9,152	12	10	July 1, 1885	108	
7.53	4,714	6	4	July 1, 1886	28	Connects at Petaluma with Cloverdale and San Francisco R. P. O.
19.22	12,032	6	6	July 1, 1886	93	Connects at Peters with Milton and Stockton R. P. O. Stockton exchanges with Peters and Oakdale.
10.47	6,554	6	2	July 1, 1885	34	Connects Norfolk and Lynchburgh and Washington and Wilmington R. P. O's at Petersburg and Norfolk, and Richmond R. P. O. at City Point.
11.66	45,780	37	38	July 1, 1885	548	¹ Including sacks.
11.28	14,123	12	22	July 1, 1885	112	
18.43	23,074	12	30	July 1, 1885	175	
13.74	17,202	12	12	July 1, 1885	110	
6.02	3,769	6	8	July 1, 1885	63	
28.73	53,955	18	40	July 1, 1887	.....	Supplied by Eyota, Minn., and by Winona and Tracy, Minn., R. P. O.
23.52	29,447	12	20	July 1, 1885	179	
24.67	32,555	9	18	July 1, 1885	125	
7.31	8,952	12	10	July 1, 1885	40	
11.00	1,878	18	16	Aug. 5, 1885	4,099	¹ Balance of route (49.19 miles) covered by New York and Point Pleasant R. P. O. (See Table A*.)
17.06	21,359	12	12	July 1, 1885	219	
18.54	11,606	6	6	July 1, 1885	49	
29.52	18,486	6	6	Sept. 1, 1886	312	New service; established Aug. 11, 1886; supplied by Dayton and Wallula, Wash. R. P. O.
34.92	43,219	12	24	July 1, 1884	235	¹ At Port Huron, Mich., connects East Saginaw and Port Huron, Fort Gratiot and Chicago, Ft Gratiot Detroit, and Port Austin and Port Huron R. P. O.

TABLE C^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, terminal of route.	Corporate title of company.
Port Monmouth and Red Bank, N. J.	2	7049	Eatontown, Port Monmouth, N. J.	Central R. R. of New Jersey.
Poncho Springs and Monarch, Colo.	7	38609	Poncho Springs, Monarch, Colo.	Denver and Rio Grande
Prairie du Sac and Mazo Manie, Wis.	6	25030	Mazo Manie, Prairie du Sac, Wis.	Chicago, Milwaukee and Saint Paul.
Pratt's Junction and Sterling Junction, Mass.	1	8047	Sterling Junction and Pratt's Junction, Mass.	Old Colony R. R.
Princeton and Princeton Junction, N. J.	2	7053	Princeton Junction, Princeton, N. J.	Pennsylvania.....
Providence and Bristol, R. I. . .	1	4004	Providence, Bristol, R. I.	Providence, Warren and Bristol R. R.
Pulaski City and Foster's Falls, Va.	3	11039	Pulaski City, Foster's Falls, Va.	Norfolk and Western.....
Pymatuning, Pa., and Leavittsburg.	2	21084	Salamanca, N. Y., Dayton, Ohio.	New York, Lake Erie and Western.
Quenemo and Osage City, Kans.	7	38055	Quenemo, Osage City, Kans.	Chicago, Kansas and Western.
Rahway and Perth Amboy, N. J.	2	7038	Rahway, Perth Amboy, N. J.	Pennsylvania.....
Readsborough, Vt., and Hoosac Tunnel Station (n. o.), Mass.	1	2001	Readsborough, Vt., and Hoosac Tunnel Station (n. o.), Mass.	Deerfield River R. R.....
Readville and Dedham, Mass. .	1	8078	Readville, Dedham, Mass. .	Boston and Providence R. R.
Red Cliff and Malta, Colo.	7	38018	Red Cliff, Malta, Colo.	Denver and Rio Grande
Redfield and Faulkton, Dak. . .	6	35024	Redfield, Faulkton, Dak. . .	Chicago and Northwestern..
Red Jacket and Hancock, Mich.	6	24068	Hancock, Red Jacket, Mich.	Hancock and Calumet
Renton and Black Diamond, Wash.	8	43007	Renton, Black Diamond, Wash.	Columbia and Puget Sound R. R.
Ridgefield and Branchville, Conn.	1	5023	Branchville, Ridgefield, Conn.	Danbury and Norwalk R. R.
Richfield Junction and Richfield Springs, N. Y.	2	6043	Richfield Junction, Richfield Springs, N. Y.	Delaware, Lackawanna and Western.
Richland Centre and Lone Rock, Wis.	6	25029	Lone Rock, Richland Centre, Wis.	Chicago, Milwaukee and St. Paul.
Ripon and Berlin, Wis.	6	25003	Milwaukee, Berlin, Wis.	Chicago, Milwaukee and St. Paul.
River Falls Junction and Ellsworth, Wis.	6	25033	River Falls Junction (n. o.), Ellsworth, Wis.	Chicago, St. Paul, Minn. and Omaha.

parts of railroads over which no railway post-offices run, in operation &c.—Continued.

Miles of route.	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.	Remarks.
46.58	4,119	6	4	July 1, 1885	<i>Pounds.</i> 425	Balance of route (2.89 miles) covered by Red Bank and Bridgeton R. P. O. (See Table A*.)
16.09	10,072	6	22	July 1, 1886	106	Trains run from Sallida, Colo., and there connect with Denver, Pueblo, and Leadville, Colo., R. P. O., and Denver, Colo., and Ogden, Utah, R. P. O.
10.45	13,083	12	10	July 1, 1887	265	Supplied by Mazo Manie, Wis., and by Milwaukee and Prairie du Chien, Wis., R. P. O.
4.83	9,070	18	23	July 1, 1885	356	Portland and Worcester R. P. O. and Port. Worc. R. P. O., Short Run, exchange pouches with Sterling, Pratt's Junction, Leominster, and Fitchburgh. Fitchburgh exchanges pouches with Worcester and Boston, Springfield and New York, R. P. O.
3.44	13,638	38	34	July 1, 1885	410	¹ Including sacks.
15.35	28,827	18	53	July 1, 1885	629	Providence exchanges pouches with Barrington Centre, Riverside, Warren, Fall River, Nyatt Point, Drownville, Bristol, and Newport. Bristol exchanges pouches with Warren. Boston, Providence, and New York R. P. O. exchanges pouches with Bristol and Warren. Fall River exchanges pouches with Providence and New London R. P. O., Boston, Springfield, and New York R. P. O., and Warren.
23.95	14,092	6	10	.....	.....	Connects Baltimore and Bristol and Lynchburgh and Bristol R. P. O.'s at Palaaki City.
128.25	53,054	18	24	July 1, 1884	2,040	¹ Balance of route covered by Buffalo and Kent R. P. O. (See Table A*.)
20.60	25,791	12	12	Aug. 15, 1886	107	New service; not reported last year. Connects at Queemo, Kans., with Ottawa and Emporia, Kans., R. P. O., and Topeka and Fort Scott, Kans., R. P. O.; connects at Osage City, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O., and at Osage City and Lyndon, Kans., with Osawatimic and McCracken, Kans., R. P. O.
7.58	18,980	21	16	July 1, 1885	458	
11.30	7,073	6	6	Mich. 1, 1886	46	Roadsborough exchanges pouches with Boston and Troy R. P. O., Sherman, Vt., and Monroe Bridge, Mass.
2.22	3,474	15	8	.....	.....	Boston exchanges pouches with Dedham and Walnut Hill. Dedham exchanges pouches with Walnut Hill.
27.84	17,428	6	12	July 1, 1886	118	Connects at Malta, Colo., with Denver, Pueblo and Leadville, Colo., R. P. O.
32.61	20,414	6	8	Feb. 14, 1887	169	Supplied by Redfield, Dak., and by Oakes, Dak., and Hawarden, Iowa, and Tracy, Minn., and Redfield, Dak., R. P. O.'s.
14.74	21,520	14	8	Sept. 10, 1886	108	Supplied by Houghton, Mich., and Marquette and Houghton, Mich., R. P. O. Connects at Junction with Lake Linden and Junction (n. o.), Mich., pouch service.
18.50	11,581 ¹	6	4	July 1, 1886	85	Service established June 11, 1886; commenced July 1, 1886. Seattle exchanges with Renton and Black Diamond, and with Maple Valley once a week. Connects at Renton with Seattle and New Castle R. R.
4.36	8,188	18	6	July 1, 1885	113	Ridgefield exchanges pouches with Dartbury and South Norwalk R. P. O.
22.06	55,238	24	52	July 1, 1885	509	
16.39	20,520	12	24	July 1, 1887	387	Supplied by initial and terminal offices, and by Milwaukee and Prairie du Chien, Wis., R. P. O.
113.08	16,376	12	14	July 1, 1887	1,565	¹ 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.
24.41	30,561	12	16	July 1, 1887	262	Supplied by Hudson, Wis. Connects at River Falls Junction, Wis., with St. Paul, Minn., and Elroy, Wis., R. P. O.

TABLE C^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.
Roaring Springs and Ore Hill, Pa.	2	8163	Roaring Springs, Ore Hill, Pa.	Pennsylvania.....
Roberts and Gnide, Tex.	7	31042	Roberts, Gnide, Tex.	Houston and Texas Central.
Rochelle and Gainesville, Fla. .	4	16012 (part)	Palatka, Gainesville, Fla. .	Florida Southern Railway..
Rockford and Rochelle, Ill. . . .	6	23057	Rochelle, Rockford, Ill.	Chicago and Iowa.....
Rock Island and Cable, Ill.	6	23059	Rock Island, Cable, Ill.	Rock Island and Mercer Co.
Rockport and Salem, Mass.	1	8003	Salem, Rockport, Mass.	Boston and Maine R. R.
Rockport Junction (n. o.) and Rockport, Ind.	5	22034	Rockport, Rockport Junction (n. o.), Ind.	Louisville, Evansville and St. Louis.
Rocky Mount and Nashville, N. C.	3	18028	Rocky Mount, Nashville, N. C.	Wilmington and Weldon....
Rogers and Bentonville, Ark. . .	7	20018	Rogers, Bentonville, Ark. . .	Bentonville.....
Rome and Clinton, N. Y.	2	6051	Clinton, Rome, N. Y.	New York, Ontario and Western.
Roswell and Chamblee, Ga.	4	15035	Roswell Junction (n. o.), Roswell, Ga.	Roswell R. R.
Russellville and Adairville, Ky.	5	120014 (part)	Owensborough, Adairville.	Owensborough and Nashville.
Sabula and Clinton, Iowa.	6	27012 (part)	Clinton, Iowa, La Crosse, Wis.	Chicago, Milwaukee and St. Paul.
Saginaw City Junction (n. o.) and Saginaw, Mich. ¹	9	24049	Detroit, Bay City Crossing, Saginaw.	Flint and Pere Marquette..
St. Agnes Station (n. o.) and Catonsville, Md.	3	10026	St. Agnes Station (n. o.), Catonsville, Md.	Baltimore and Potomac....
St. Augustine and Palatka, Fla.	4	16027	St. Augustine and Palatka, Fla.	St. Augustine and Palatka Rwy.
St. Clair and Lenox, Mich.	9	24037	St. Clair, Richmond, Mich. .	Michigan Central.....
St. Clairville and Steele, Ohio.	5	21056	St. Clairville, Steele, Ohio.	Bellaire and St. Clairville..
St. George and Mariner's Harbor, N. Y.	2	6002 (part)	New York, Mariner's Harbor, N. Y.	Staten Island R. T. Co.
St. George and Tottenville, N. Y.	2	6008	St. George, Tottenville, N. Y.	Staten Island R. T. Co.
St. Hilaire and Crookston, Minn.	6	26050	Crookston, St. Hilaire, Minn.	St. Paul, Minneapolis and Manitoba.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
3.36	2,103	6	2	July 1, 1885	Pounds. 40	
52.13	32,633	6	18	July 1, 1886	775	Connects at Terrell, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O.; at Kaufman, Tex., with Dallas and Kemp, Tex., R. P. O., and at Guide, Tex., with Fort Worth and Guide, Tex., R. P. O., and Denison and Houston, Tex., R. P. O.
9.70	12,144	12	6	July 1, 1884	333	40.07 miles reported as Palatka and Bartow R. P. O. (See Table A*.)
27.76	84,753	12	16	July 1, 1887	163	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.
27.28	17,077	6	14	July 1, 1887	147	Supplied by Rock Island, Ill. Connects with all lines centering at Rock Island, Ill.
19.69	24,057	12	68	July 1, 1885	667	Boston exchanges pouches with Rockport, Gloucester, Magnolia, Manchester, Beverly Farms, and Pride's Crossing. Salem exchanges with Rockport, Gloucester, Magnolia, Pride's Crossing, Manchester, Beverly Farms. Gloucester exchanges with Rockport, Magnolia, Manchester, Bangor, and Boston R. P. O., and Boston, Springfield, New York R. P. O. Manchester exchanges with Bangor and Boston R. P. O. Two additional round trips daily from Salem to Gloucester.
16.20	30,424	18	16	July 1, 1884	282	
10.72	6,711	6	4	.....	.....	Connects Washington and Wilmington and Wilmington and Rocky Mount R. P. O.'s at Rocky Mount.
7.05	9,560	13	8	July 1, 1886	217	Connects at Rogers, Ark., with Pierce City, Mo., and Fort Smith, Ark., R. P. O.
13.19	16,514	12	22	July 1, 1885	139	
10.87	6,805	6	4	July 1, 1884	70	
13.50	8,451	6	8	July 1, 1884	472	¹ Balance of route (72.40 miles) covered by Owensborough and Russellville R. P. O. (See Table A*.)
¹ 16.27	30,553	18	12	July 1, 1887	2,982	¹ 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, R. P. O., and by Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O. Connects at Clinton, Iowa, with Chicago, Ill., and Cedar Rapids, Iowa, Clinton and Iowa City, Iowa, and Clinton and Anamosa, Iowa, R. P. O.'s.
3.76	7,452	19	10	July 1, 1884	280	¹ At Saginaw City Junction 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 Howard City R. P. O.'s.
3.63	4,920	12	10	Aug. 1, 1885	84	Supplied by closed pouches from Baltimore, Md.
28.71	16,720	6	8	Aug. 23, 1886	50	
16.00	20,032	12	12	July 1, 1884	274	¹ At Lenox, Mich., connects Fort Gratiot and Detroit R. P. O., and Lenox and Jackson R. P. O.
7.28	13,672	18	12	July 1, 1884	180	
¹ 3.88	6,430	27	60	July 1, 1886	1,403	¹ Balance of route (5.90 miles) covered by Saint George and New York R. P. O. (See Table A*.)
15.28	88,261	24	32	Sept. 3, 1886	311	
28.73	11,951	4	4	July 1, 1887	54	Supplied by Crookston, Minn. Connects at Crookston, Minn., with Boundary Line and Saint Paul, Minn., and with Crookston, Minn., and Towner, Dak., 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 routes.	Contract designation, termini of route.	Corporate title of company.
St. Ignace and Marquette, Mich. ¹	9	24051	St. Ignace, Marquette, Mich.	Duluth, South Shore and Atlantic.
St. Louis and Florissant, Mo...	7	28031	St. Louis, Florissant, Mo...	St. Louis, Cable and Western.
St. Mary's and Minster, Ohio.	5	21082	St. Mary's, Minster, Ohio...	Lake Erie and Western ...
St. Peter's and Springfield Station, Pa.	2	8162	Springfield Station, Saint Peter's, Pa.	Wilmington and Northern
Salamanca and Jamestown, N. Y.	12	21034	Salamanca, N. Y., Dayton, Ohio.	New York, Lake Erie and Western.
Salisbury and Glasgow, Mo...	7	28925	Salisbury, Glasgow, Mo...	Wabash and Western
Salt Lake and Stockton, Utah	8	41005	Salt Lake, Stockton, Utah..	Utah and Nevada Rwy....
San Anselmo (n. o.) and San Quentin, Cal.	8	46025	San Anselmo, San Quentin, Cal.	North Pacific Coast R. R..
San Bernardino and Colton, Cal.	8	46037	Colton, San Bernardino, Cal.	California Southern R. E...
Sand Beach and Palm Station, Mich. ¹	9	24061	Sand Beach, Palm Station, Mich.	Port Huron and Northwest ern.
Sandersville and Tennille, Ga..	4	15027	Sandersville, Tennille, Ga..	Sandersville and Tennille R. R.
Sanford and Oviedo, Fla.....	4	16010	Sanford, Oviedo, Fla.....	Sanford and Indian River R. R.
Sanford and Tavares, Fla....	4	16028	Sanford, Tavares, Fla.....	Sanford and Lake Eustis R. R.
San Luis Obispo and Los Alamos, Cal.	8	46040	San Luis Obispo, Los Alamos, Cal.	Pacific Coast Rwy.....
San Luis Obispo and Port Harford, Cal.	8	46041	San Luis Obispo, Port Harford, Cal.	Pacific Coast Rwy.....
Santa Cruz and Pajaro, Cal...	8	46021	Santa Cruz, Pajaro, Cal....	Santa Cruz R. R.....
Santa Fé and Lamy, N. Mex..	7	39001	Santa Fé, Lamy, N. Mex...	Atch., Topeka and S. Fé...
Savanna and Fulton, Ill.....	6	23090	Savanna, Fulton, Ill.....	Chicago, Burlington and Northern.
Saxonville and Natick, Mass..	1	3032	Natick, Saxonville, Mass...	Boston and Albany R. R...
Saybrook Junction and Saybrook Point, Conn.	1	5015	Hartford and Saybrook Point, Conn.	Hartford and Conn. Valley R. R.
Schenectady and Quaker Street, New York.	2	6050	Quaker Street, Schenectady, N. Y.	Del. and Hud. Canal Co....
Schoharie and Middleburgh, N. Y.	2	6055	Schoharie, Middleburgh, N. Y.	Schoharie and Middleburgh.
Schoharie Junction and Schoharie, N. Y.	2	6056	Schoharie Junction, Schoharie, N. Y.	Schoharie Valley
Schriever and Houma, La...	4	30004	Schriever and Houma, La..	Morgan's La. and Texas R. R. and S. S. Co.
Schriever and Thibodeaux, La	4	30039	Schriever and Thibodeaux, La.	Morgan's La. and Texas R. R. and S. S. Co.
Schuylerville and Saratoga Springs, N. Y.	2	6077	Saratoga Springs, Schuylerville, N. Y.	Bos., H. T. and W.....
Schuylerville Junction and Mechanicsville, N. Y.	2	6121	Mechanicsville, Schuylerville Junction, N. Y.	Bos., H. T. and W.....
Scranton and Wilkes-Barre, Pa.	2	8079	Wilkes-Barre, Scranton, Pa.	Del. and Hud. Canal Co....

parts of railroads over which no railway post-offices run, in operation &c.—Continued.

Miles of route.	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.	Remarks.
151.37	94,758	6	55	July 1, 1884	<i>Pounds.</i> 157	¹ At Saint Ignace, Mich., connects Mackinaw City and Detroit, and Mackinaw City and Grand Rapids R. P. O's. At Marquette, Mich., connects Marquette and Houghton R. P. O. All offices on line exchange pouches with Saint Louis, Mo.
16.31	11,006	7	8	July 1, 1887	71	
10.06	12,595	12	8	July 1, 1884	67	
7.00	8,764	12	8	July 1, 1883	40	
433.77	105,700	30	28	July 1, 1884	2,040	¹ Balance of route covered by Buffalo and Kent R. P. O. (See Table A*.)
15.61	9,772	6	16	July 1, 1887	65	Connects at Salisbury, Mo., with Saint Louis, Moberly, and Kansas City, Mo., R. P. O.; and at Glasgow, Mo., with Saint Louis, Louisiana, and Kansas City, Mo., R. P. O.
40.50	25,833	6	10	July 1, 1886	131	Supplied by Salt Lake City, Utah.
6.00	11,892	19	12	July 1, 1880	139	Connects with Ingrams and San Francisco R. P. O. at San Anselmo. Exchanges made also with San Francisco.
3.69	2,694	28	14	July 1, 1886	927	Balance of route covered by Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O. (reported in Seventh Division), and Colton and National City R. P. O. (See Table A*.) Connects with Colton National City R. P. O. Riverside and Colton exchange with Los Angeles over this line.
18.83	23,575	12	12	July 1, 1884	163	¹ At Palm Station connects Port Austin and Port Huron R. P. O.
3.50	4,352	12	8	July 1, 1884	167	
17.63	11,036	6	8	Mar. 14, 1887	112	
20.05	18,561	6	14	Feb. 10, 1887	100	
65.16	34,483	6	8	July 1, 1886	295	Supplied by initial and terminal offices. Connects with San Luis Obispo and Port Harford Railroad at San Luis Obispo.
12.20	15,274	12	8	July 1, 1887	27	Connects at San Luis Obispo with San Luis Obispo and Los Alamos Railroad.
22.07	16,111	14	18	July 1, 1880	134	Connects at Pajaro with San Francisco and Tompleton R. P. O. At Santa Cruz with San Francisco and Santa Cruz R. P. O.
19.10	28,017	14	6	July 1, 1886	433	Connects at Santa Fé, N. Mex., with Antonito, Colo., and Santa Fé, N. Mex., R. P. O., and at Lamy, N. Mex., with La Junta, Colo., and Albuquerque, N. Mex., R. P. O.
18.59	25,208	13	16	July 1, 1887	395	Connects at Savanna, Ill., with Racine, Wis., and Rock Island, Ill., Chicago, Savanna, Ill., and Cedar Rapids, Iowa, and with Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn., R. P. O's. Connects at Fulton, Ill., with Mendota and Fulton, Ill., and with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O's.
3.04	4,932	12	4	July 1, 1885	63	Saxonville exchanges pouches with Natick.
1.60	3,115	18	12	July 1, 1885	2,079	Balance of route (44.43 miles) covered by R. P. O. service. (See Table A*.) Saybrook Point exchanges pouches with Hartford and Saybrook R. P. O. and New London and New Haven R. P. O.
15.46	24,195	15	20	July 1, 1885	113	
5.85	11,174	18	12	July 1, 1885	210	
4.50	8,451	18	14	July 1, 1885	389	
15.26	11,140	7	4	July 1, 1886	149	
5.77	4,212	7	2	July 1, 1880	209	
13.02	16,300	12	10	July 1, 1885	112	
15.18	19,005	12	8	July 1, 1885	126	
19.32	30,236	15	20	July 1, 1885	160	

TABLE C⁹.—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 routes.	Contract designation, terminal of route.	Corporate title of company.
Sea Isle Junction and Sea Isle City, N. J.	2	7060	Sea Isle Junction, Sea Isle City, N. J.	West Jersey
Seattle and New Castle, Wash	8	43002	Seattle, New Castle, Wash	Columbia and Puget Sound R. R.
Seligman, Mo., and Eureka Springs, Ark.	7	29013	Seligman, Mo., Eureka Springs, Ark.	Eureka Springs
Seligman and Prescott, Ariz	7	40003	Seligman, Prescott, Ariz....	Prescott and Arizona Central.
Selma and Martin's, Ala.....	4	17022	Selma, Martin's Station, Ala.	New Orleans and Selma R.R.
Shaw and Mineville, W. Va ...	3	12007	Piedmont, Mineville, W. Va.	West Virginia Central and Pittsburgh,
Sheffield and Sheffield Junction, Pa.	2	8105	Sheffield, Sheffield Junction, Pa.	Tionesta Valley
Shelby Iron Works and Junction Station (n. o.), Ala.	4	17031	Shelby Iron Works Junction Station (n. o.), Ala.	Shelby Iron Co
Shenandoah and Mahanoy Plane, Pa.	2	8119	Shenandoah, Mahanoy Plane, Pa.	Philadelphia and Reading..
Sheridan Junction (n. o.), and Sheridan, Oreg.	8	44009	Sheridan Junction, Sheridan, Oreg.	Oreg. R. R. Co., Limited Line.
Shiloh and Columbus, Ga.....	4	15051	Columbus, Shiloh, Ga.....	Georgia Midland and Gulf R. R.
Shunway and Altamont, Ill ...	6	23066	Chicago, Altamont, Ill	Wabash, Saint Louis and Pacific.
Sidney and Champaign, Ill ...	6	23065	Sidney, Champaign, Ill.....	Wabash, Saint Louis and Pacific.
Silver City and Deming, N. Mex.	7	30006	Silver City, Deming, N. Mex.	Atch., Topeka and S. F.....
Silver Lake Junction (n. o.) and Silver Springs, N. Y.	2	6097	Silver Lake Junction, Silver Springs, N. Y.	Buff., Roch. and Pitts.....
Sioux Falls and Salem, Dak...	6	26020	Worthington, Minn., Salem, Dak.	Chicago, St. Paul, Minn., and Omaha.
Skaneateles Junction and Skaneateles, N. Y.	2	6060	Skaneateles Junction, Skaneateles, N. Y.	Skaneateles
Sleepy Eye and Redwood Falls, Minn.	6	26016	Sleepy Eye, Redwood Falls, Minn.	Chicago and North-western.
Sligo and Lawsonham, Pa.....	2	8023	Lawsonham, Sligo, Pa.....	Allegheny Valley
Smithton and Okolona, Ark....	7	29017	Smithton, Okolona, Ark....	Southwestern Ark. and Ind. Ter.
Snow Shoe and Milesburgh, Pa.	2	8083	Belleville, Snow Shoe, Pa ..	Pennsylvania.....
Socorro and Magdalena, N. Mex.	7	39019	Socorro, Magdalena, N. Mex.	Atch., Topeka and S. F.....

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
5.08	6,560	12	10	July 1, 1885	<i>Pounds.</i> 43	
19.25	18,985	6	10	July 1, 1886	126	Connects at Renton with Renton and Black Diamond Railroad, at Black River Junction with Black River Junction and Stuck Railroad, at Seattle with Whatcom and Seattle R. P. O. (steamboat line). Seven additional trips p r week between Seattle and Black River Junction (n. o.), 9.50 miles.
20.82	30,397	14	24	July 1, 1886	640	Connects at Seligman, Mo., with Pierce City, Mo., and Fort Smith, Ark., R. P. O.
74.88	46,875	6	8	.....	.....	Connects at Seligman, Ariz., with Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O. New service; not reported last year.
21.00	13,146	6	6	July 1, 1884	42	
2.83	1,772	6	4	July 1, 1885	124	Connects Piedmont and Davis R. P. O. at Shaw.
12.73	15,938	12	14	July 1, 1885	70	
6.00	3,756	6	2	Aug. 9, 1886	69	
6.92	10,830	15	10	July 1, 1885	205	
7.21	4,513	6	8	Mar. 28, 1887	110	Connects at Sheridan Junction with Dundee Junction (n. o.) and Airlie R. R. Supplied by Portland and Coburg R. P. O.
35.20	22,035	6	8	Mar. 14, 1887	52	
10.53	6,592	6	4	July 1, 1887	1,085	¹ Balance of route covered by Chicago, Decatur, Ill., and Saint Louis, Mo., and Bement and Effingham, Ill., R. P. O's. (See Table A*) Connects at Altamont, Ill., with Pittsburgh, Pa., and Saint Louis, Mo., and with Beardstown and Shawneetown, Ill., R. P. O's., and at Shunway, Ill., with Bement and Effingham, Ill., R. P. O.
12.20	15,274	12	8	July 1, 1887	108	Connects at Sidney, Ill., with La Fayette, Ind., Quincy, Ill., R. P. O., and at Champaign, Ill., with Chicago and Centralia, Ill., Champaign and Havana, Ill., and with Indianapolis, Ind., and Peoria, Ill., R. P. O's.
47.86	34,938	7	20	July 1, 1886	348	Connects at Deming, N. Mex., with Deming, N. Mex., and Los Angeles, Cal., R. P. O., Rincon and Deming, N. Mex., R. P. O., and El Paso, Tex., and Deming, N. Mex., pouch service.
1.14	1,427	12	10	Aug. 9, 1886	276	
33.65	49,642	12	14	July 1, 1887	402	¹ Balance of route covered by Worthington, Minn., and Sioux Falls, Dak., R. P. O. (See Table A*) Supplied by initial and terminal offices and by Worthington, Minn., and Sioux Falls, Dak., R. P. O. Connects at Salem, Dak., with Oakes, Dak., and Hawarden, Iowa, R. P. O., and at Sioux Falls, Dak., with Egan, Dak., and Sioux City, Iowa, R. P. O., and with Ellsworth, Minn., and Sioux Falls, Dak., pouch service.
5.18	12,971	24	18	July 1, 1885	268	
26.63	33,341	12	12	July 1, 1887	210	Supplied by Sleepy Eye, Minn., and by Winona and Tracy, Minn., R. P. O. Connects at Redwood Falls, Minn., with Saint Paul, Minn., and Watertown, Dak., R. P. O.
10.79	6,755	6	6	July 1, 1885	42	
14.58	9,127	6	4	July 1, 1886	41	Connects at Safford, Ark., with Saint Louis, Mo., and Texarkana, Ark., R. P. O.
119.13	23,951	12	10	July 1, 1885	82	¹ Balance of route (270 miles) covered by Lock Haven and Tyrone R. P. O. (See Table A*)
37.65	20,185	7	4	July 1, 1886	110	Connects at Socorro, N. Mex., with Albuquerque, N. Mex., and El Paso, Tex., R. P. O.

TABLE C^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 routes.	Contract designation, terminal of route.	Corporate title of company.
Somerset Junction and Indianola, Iowa.	6	27015 (part)	Des Moines, Indianola, Iowa.	Chicago, Rock Island and Pacific.
Somerville and Flemington, N. J.	2	7002	Somerville, Flemington, N. J.	Cent. R. R. of N. J.
Somerville and Moscow, Tenn.	5	19019	Moscow, Somerville, Tenn.	Memphis and Charleston ...
South Abington and Bridgewater, Mass.	1	3040	South Abington, Bridgewater, Mass.	Old Colony R. R.
South Acton Depot (n. o.) and Marlborough, Mass.	1	3023	South Acton Depot (n. o.), Marlborough, Mass.	Fitchburg R. E.
South Braintree and Fall River, Mass.	1	3044	South Braintree, Fall River, Mass.	Old Colony R. R.
South Braintree and Plymouth, Mass.	1	3046	South Braintree, Plymouth, Mass.	Old Colony R. R.
Southbridge, Mass., and East Thompson, Conn.	1	3052	East Thompson and Southbridge, Mass.	New York and New England R. R.
South Framingham and Milford, Mass.	1	3028	South Framingham, Milford, Mass.	Boston and Albany R. R.
South Lyon and Emery, Mich.	9	*24020 (part)	Toledo, Ohio, South Lyon, Mich.	Toledo, Ann Arbor and North Michigan.
Sparkill and Tallman, N. Y.	2	6002	Tallman, Sparkill, N. Y.	N. Y., L. E. and W.
Spencer and South Spencer (n. o.), Mass.	1	3066	Spencer, South Spencer, (n. o.), Mass.	Boston and Albany R. R.
Spirit Lake and Spencer, Iowa.	6	27096	Spencer, Spirit Lake, Iowa.	Chicago, Milwaukee and St. Paul.
Spofford and Eagle Pass, Tex.	7	31043	Spofford, Eagle Pass, Tex.	G., H. and S. A.
Spring City and Balta, Tenn. ...	5	19021	Spring City, Balta, Tenn. ...	Tennessee Central.
Springfield and Xenia, Ohio. ...	5	21027	Xenia, Springfield, Ohio. ...	Pitts., Cinn. and St. Louis.
Springfield Junction and Mines, Pa.	2	8157	Springfield Junction, Mines, Pa.	Pennsylvania.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
16.73	16,852	24	16	July 1, 1887	Pounds. 643	¹ 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.
16.01	30,067	18	24	July 1, 1885	212	
13.49	8,445	6	10	July 1, 1885	212	
8.13	10,179	12	6	July 1, 1884	79	East Bridgewater exchanges pouches with Boston and Boston and Wellfleet R. P. O.
12.71	35,804	27	26	Dec. 8, 1886	316	Boston exchanges pouches with Maynard, Rock Bottom, and Hudson. Boston and Troy R. P. O. exchanges pouches with Maynard, Rock Bottom, Hudson, and Marlborough. Essex Junction and Boston R. P. O. exchanges pouches with Maynard, Rock Bottom, Hudson, and Marlborough. Maynard exchanges pouches with Boston and Greenville R. P. O.
35.17	88,065	24	87	July 1, 1885	247	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 Berkeley, North Dighton, Dighton, Somerset, and Fall River. Fall River exchanges with Steep Brook, Somerset, Dighton, North Dighton, Middleborough, Boston, and Wellfleet R. P. O. and Lowell and Taunton R. P. O.
26.52	49,805	18	71	July 1, 1885	629	Boston exchanges pouches with South Weymouth, Rockland, Hanover, West Hanover, South Hanover, Abington, Whitman, South Abington Station, East Bridgewater, Hanson, South Hanson, Halifax, Silver Lake, Kingston, and Plymouth. East Bridgewater exchanges pouches with Boston and Wellfleet R. P. O.
18.00	22,536	12	34	July 1, 1885	267	Boston and Hope Junction R. P. O. exchanges pouches with Globe Village, Quinebang, Southbridge, Webster, West Dudley. Boston exchanges pouches with Globe Village, Southbridge, Webster, and West Dudley. Webster exchanges pouches with Quinebang.
12.36	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 R. P. O.; Boston, Clinton, and Fitchburg R. P. O.; Boston, Springfield, and New York R. P. O., and Lowell and Taunton R. P. O.
8.51	4,953	6	8	.....	.....	¹ Connects at South Lyon with Big Rapids and Detroit, and Howard City and Detroit R. P. O's. Connects at Emery with Mount Pleasant and Toledo R. P. O.
13.11	16,414	12	20	July 1, 1885	114	² Balance of route (Emery, Mich., to Toledo, Ohio) covered by the Mount Pleasant and Toledo R. P. O. Order April 1, 1887, discontinuing service from April 18, 1887.
2.18	5,459	24	8	.....	.....	Spencer exchanges with Boston and Albany R. P. O.
21.99	13,766	6	8	.....	.....	Supplied by initial and terminal offices and by Calmar, Iowa, and Chamberlain, Dak., R. P. O. Connects at Spirit Lake, Iowa, with Cedar Rapids, Iowa, and Watertown, Dak., R. P. O.
34.66	25,302	7	6	July 1, 1883	191	Connects at Spofford, Tex., with Houston and Del Rio, Tex., R. P. O.
8.19	5,127	6	6	July 1, 1884	44	
19.99	41,099	20	14	July 1, 1884	238	
8.20	5,133	6	4	July 1, 1885	37	¹ Two round trips daily and one round trip daily except Sunday.

TABLE C^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, terminal of route.	Corporate title of company.
Stamford and Hobart, N. Y.	2	6073 (part)	Rondout, Hobart, N. Y.	Ulster and Delaware
Stanwood and Tipton, Iowa.	6	27013	Stanwood, Tipton, Iowa.	Chicago and North Western
State Line and Van Densen, Mass.	1	3071	Van Densen, State Line, Mass.	Housatonic R. R.
Stewart Junction and Babylon, N. Y.	2	6112	Stewart Junction, Babylon, N. Y.	Long Island
Stewartstown and New Freedom, Pa.	2	8029	Stewartstown, New Freedom, Pa.	Stewartstown
Stewartsville and New Harmony, Ind.	5	22041	Stewartsville, New Harmony, Ind.	Peoria, Decatur and Evansville.
Stillwater and Hastings, Minn.	6	26045	Hastings, Stillwater, Minn.	Chicago, Milwaukee and St. Paul.
Stillwater and Minneapolis, Minn.	6	26008	Minneapolis, Stillwater, Minn.	St. Paul and Duluth
Stillwater and Stillwater Junction, Minn.	6	26027	Stillwater Junction (n. o.), Stillwater, Minn.	Ch'go, St. Paul, Minn., and Omaha.
Stokesdale Junction and Antrim, Pa.	2	8065 (part)	Corning, N. Y., Antrim, Pa.	Fall Brook Coal Co.
Stuart and Anaconda, Mont.	8	38005	Stuart, Anaconda, Mont.	Montana Rwy
Stuck and Puyallup Junction (n. o.), Wash.	8	43013	Stuck, Puyallup Junction, Wash.	Northern Pacific and Puget Sound Shore R. R.
Suffield and Windsor Locks, Conn.	1	5025	Windsor Locks, Suffield, Conn.	New York, New Haven and Hartford R. R.
Suffolk, Va., and Sunbury, N. C.	3	11030	Suffolk, Va., Sunbury, N. C.	Suffolk and Carolina
Suffolk and Whaleyville, Va.	3	11037	Suffolk, Whaleyville, Va.	Suffolk Lumber Co.'s R. R.
Suisun and Napa Junction, Cal.	8	46006	Suisun, Napa Junction, Cal.	California Pacific R. R.
Summit and Bernardsville, N. J.	2	7036	Summit, Bernardsville, N. J.	Del., Lack. and Western
Summit City and Bradford, Pa.	2	8122	Summit City, Bradford, Pa.	Buff., N. Y., and Phila.
Suspension Bridge and Buffalo, N. Y.	2	6003	Buffalo, Suspension Bridge, N. Y.	N. Y., L. E. and W.
Suspension Bridge and Niagara Falls, N. Y.	2	6018 (part)	Rocheater, Niagara Falls, N. Y.	N. Y. C. and H. R.
Sutherland, Va., and Milton, N. C.	8	11019	Sutherland, Va., Milton, N. C.	Richmond and Danville.
Suwanee and Lawrenceville, Ga.	4	15032	Suwanee, Lawrenceville, Ga.	Lawrenceville Branch R. R.
Sylvania and Rocky Ford, Ga.	4	15046	Sylvania, Rocky Ford, Ga.	Sylvania R. R.
Talbotton and Paschal, Ga.	4	15033	Talbotton, Boetick (n. o.), Ga.	Talbotton R. R.
Talladega and Renfroe, Ala.	4	17030	Talladega, Renfroe, Ala.	Talladega and Coosa Valley R. R.
Tallahassee and St. Marks, Fla.	4	16013	Tallahassee, St. Marks, Fla.	Florida Railway and Navigation Company.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
14.00	5,008	12	8	July 1, 1885	<i>Pounds.</i> 1,202	¹ Balance of route (74.36 miles) covered by Rondout and Stamford R. P. O. (See Table A*.)
8.97	11,230	12	10	July 1, 1887	177	Supplied by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O. Connects at Tipton, Iowa, with Clinton and Iowa City, Iowa, R. P. O.
11.12	6,961	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 R. P. O. and New York and Chicago R. P. O.
21.21	13,277	6	4	Aug. 25, 1885	266	
7.65	9,578	12	10	Feb. 1, 1886	140	
7.34	9,190	12	10	July 1, 1884	20	
26.12	38,135	14	24	July 1, 1887	270	Supplied by initial and terminal offices. Connects at Stillwater, Minn., with Stillwater and Minneapolis, Minn., pouch service and with 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.
28.01	35,068	12	12	July 1, 1887	199	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 at that point.
3.90	15,460	38	16	July 1, 1887	336	Connects at Stillwater, Minn., with Stillwater and Minneapolis, Minn., and with 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.
15.80	14,836	9	14	July 1, 1885	1,423	¹ Balance of route (35.20 miles) covered by Geneva and Williamsport, R. P. O. (See Table A*.)
8.53	6,227	7	4	July 1, 1886	158	Connects at Stuart with Butte City, Mont., and Ogden, Utah, R. P. O.
7.50	5,475	7	14	July 1, 1886	118	Connects at Stuck with Black River Junction and Stuck Railroad. At Puyallup Junction with Carbonado and Tacoma Railroad.
4.90	12,260	24	8	July 1, 1885	156	Suffield exchanges pouches with Windsor Locks, Hartford and Boston, Springfield and New York R. P. O.
25.00	15,650	6	8	.....	.....	Connects Norfolk and Lynchburgh, and Norfolk and Raleigh R. P. O's at Suffolk.
13.17	8,214	6	2	Mar. 9, 1885	28	Supplied by closed pouches from Suffolk.
13.08	17,706	13	8	July 1, 1886	244	Connects with Ogden, Utah, and San Francisco, Cal., R. P. O. at Suisun and Calistoga and Valje Junction R. P. O. at Napa Junction.
14.68	15,379	12	27	July 1, 1885	199	
8.97	14,038	15	20	July 1, 1885	79	
25.69	40,205	15	150	July 1, 1885	1,522	¹ Including closed Canada mail.
11.80	2,254	12	14	July 1, 1885	3,851	¹ Balance of route (74.53 miles) covered by Rochester and Niagara Falls R. P. O. (See Table A*.)
7.26	9,090	12	8	July 1, 1885	109	Connects Richmond and Danville R. P. O. at Sutherland.
10.43	6,529	6	4	July 1, 1884	79	
14.99	9,384	6	6	May 18, 1885	76	
7.20	5,256	7	4	Aug. 1, 1884	95	
8.16	5,108	6	2	July 1, 1885	15	
21.89	13,703	6	4	July 1, 1884	15	

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 destination, termini of route.	Corporate title of company.
Taunton and Now Bedford, Mass.	1	8051	Now Bedford, Fitchburg, Mass.	Old Colony R. R.
Taylor and Bastrop, Tex.	7	81056	Taylor, Bastrop, Tex.	T., B. and H.
Taylor Falls and Wyoming, Minn.	6	28038	Wyoming, Taylors Falls, Minn.	St. Paul and Duluth
Theresa Junction and Clayton, N. Y.	2	6115	Theresa Junction, Clayton, N. Y.	Rome, Wat. Ogdens
Thomaston and Whitestone Junction, N. Y.	2	6120	Whitestone Junction, Thomaston, N. Y.	Long Island
Tintah Junction, Minn., and Aberdeen, Dak.	6	25027	Tintah Junction (n. o.), Minn., Aberdeen, Dak.	St. Paul, Minneapolis and Manitoba.
Topton and Kutztown, Pa.	2	8062	Topton, Kutztown, Pa.	Philadelphia and Reading ..
Towanda, Barclay, Pa.	2	8069	Towanda, Barclay, Pa.	Barclay.
Tower and Duluth, Minn.	6	26054	Duluth, Tower, Minn.	Duluth and Iron Range.
Turner and Minot, Dak.	6	35028	Devil's Lake, Minot, Dak. ...	St. Paul, Minneapolis and Manitoba.
1 Traverse City and Walton, Mich.	9	24034	Walton, Traverse City, Mich.	Grand Rapids and Indiana. .
Trenton and Bordentown, N. J.	2	7046	Bordentown, Trenton, N. J.	Peona.
Trenton Junction and Trenton, N. J.	2	7044	Trenton, Trenton Junction, N. J.	Phila. and Reading.
Tripp and Armour, Dak.	6	35025	Tripp, Armour, Dak.	Chicago, Milwaukee and St. Paul.
Troy and Albany, N. Y.	2	6106	Albany, Troy, N. Y.	N. Y. C. and H. R.
Troy and Albany Junction, N. Y.	2	6020	Albany Junction, Troy, N. Y.	Del. and Hud. Canal Co.
Troy and Schenectady, N. Y.	2	6012	Troy, Schenectady, N. Y.	N. Y. C. and H. R.
Turbotville and Watsontown, Pa.	2	8106	Turbotville, Watsontown, Pa.	Wilkes Barre and Western.
Turner and Aurora, Ill.	6	23071	Aurora, Turner, Ill.	Chicago, Burlington and Quincy.
Turner's Falls and Greenfield, Mass.	1	3053	Greenfield, Turner's Falls, Mass.	Fitchburg R. E.
Turnerville and Colchester, Conn.	1	5020	Turnerville, Colchester, Conn.	New York, New Haven and Hartford R. R.
Two Rivers and Manitowoc, Wis.	6	25018 (part)	Milwaukee, Two Rivers, Wis.	Milwaukee, West Shore and Western.
University Station and Chapel Hill, N. C.	3	13018	University Station, Chapel Hill, N. C.	Richmond and Danville.
Valley Stream and Far Rockaway, N. Y.	2	6100	Valley Stream, Far Rockaway, N. Y.	Long Island.
Varna and Lacon, Ill.	6	23074	Varna, Lacon, Ill.	Chicago and Alton.
Verona and Negley, Pa.	2	8143	Negley, Verona, Pa.	Allegheny Valley.
Vesper and Dexterville Junction, Wis.	6	25056	Dexterville Junction and Vesper, Wis.	Wisconsin, Pittsville and Superior.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last roadjustment.	Average weight of mail whole distance daily.	Remarks.
20. 01	52, 358	24	41	July 1, 1885	<i>Pounds.</i> 1, 830	Balance of route, (72.73 miles) covered by R.P.O. service. (See Table A.) New Bedford exchanges pouches with Taunton, East Freetown, Providence, Boston, Newport, Boston, Providence, and New York R. P. O., Boston, Springfield and New York R. P. O., New York, N. Y., Boston and Wellfleet R. P. O., and Lowell and Taunton R. P. O. Taunton exchanges pouches with Freetown and Myricksville.
35. 38	47, 075	13	10	Mar. 7, 1887	103	New service; not reported last year. Connects at Taylor, Tex., with Denison and San Antonio, Tex., R. P. O., and Palestine and Laredo, Tex., R. P. O.; and at Elgin, Tex., with Houston and Del Rio, Tex., R. P. O.
20. 77	20, 004	12	26	July 1, 1887	428	Supplied by initial and terminal offices. Connects at Wyoming, Minn., with Duluth and Saint Paul, Minn., R. P. O.
16. 25	20, 245	12	30	July 1, 1885	218	
7. 07	13, 277	18	40	Aug. 25, 1885	299	
119. 31	87, 096	7	40	July 1, 1887	590	Supplied by Aberdeen, Dak., and by Necha, Dak., and Saint Paul, Minn., R. P. O. Connects at Aberdeen, Dak., with Ellendale and Aberdeen, Dak., and with Aberdeen and Bowdle, Dak., pouch service, and with Oakes, Dak., and Hawarden, Iowa, and with Ortonville, Minn., and Mitchell, Dak., R. P. O's.
5. 06	12, 670	24	8	July 1, 1885	138	
17. 85	11, 174	6	10	July 1, 1885	76	
96. 40	60, 246	6	14	July 1, 1887	110	Supplied by Duluth, Minn., and Two Harbors, Minn. Connects at Duluth, Minn., with all lines centering at that point.
41. 84	26, 192	6	2	.....	.....	Supplied by Townser, Dak., and by Crookston, Minn., and Townser, Dak., R. P. O.
26. 27	49, 316	18	38	July 1, 1884	520	¹ At Walton, Mich., connects with Mackinaw City and Grand Rapids R. P. O.
6. 08	7, 612	12	6	July 1, 1885	343	
4. 28	5, 359	12	8	July 1, 1885	84	
20. 23	12, 604	6	8	Mar. 23, 1887	142	Supplied by Sioux City, Iowa, and Mitchell, Dak., R. P. O.
7. 50	58, 687	175	396	July 1, 1885	1, 101	¹ Three round trips on Sundays. ² Including sacks.
5. 81	18, 185	30	173	July 1, 1885	1, 161	¹ Including sacks.
22. 12	48, 465	21	173	July 1, 1885	747	¹ Including sacks.
6. 53	4, 088	6	4			
12. 56	7, 862	6	10	July 1, 1887	85	Supplied by Aurora, Ill. Connects at Turner, Ill., with Chicago, Freeport, Ill., and Dubuque, Iowa, R. P. O. Connects at Aurora, Ill., with Chicago and Streator, Ill., R. P. O.
4. 87	9, 146	18	24	July 1, 1885	231	Turner's Falls exchanges pouches with Greenfield, Richford and Springfield R. P. O. and Boston and Troy R. P. O. Greenfield exchanges pouches with Montague City.
4. 20	10, 517	24	12	July 1, 1885	128	Colchester exchanges pouches with Turnerville, New Haven, Willimantic, and Willimantic and New Haven R. P. O.
17. 33	9, 177	12	8	July 1, 1887	2, 640	¹ Balance of route covered by Ashland and Milwaukee, Wis., R. P. O. Connects at Manitowoc, Wis., with Ashland and Milwaukee, Wis., R. P. O. Connects Goldsborough and Greensborough R. P. O. at University Station.
11. 16	13, 972	12	8	July 1, 1885	125	
5. 25	6, 573	12	14	Aug. 25, 1885	134	
10. 66	13, 271	12	8	July 1, 1887	82	Connects at Varna, Ill., with Dwight and Washington, Ill. R. P. O.
5. 42	8, 398	6	4			
20. 29	12, 701	6	14	July 1, 1887	82	Supplied by Dexterville, Wis., and by Merrill and Tomah, Wis., R. P. O. Connects at Dexterville, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O., and with Dexterville and Hogan, Wis., pouch service.

TABLE C^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, terminal of route.	Corporate title of company.
Victoria and Port Lavaca, Tex.	7	31019 (part)	Cnoro, Port Lavaca, Tex...	Gulf, W. T. and Pacific....
Vidalia and Troyville, La.....	4	80005	Vidalia, Troyville, La.....	Natches, Red River and Texas R. R.
Vincennes, Ind., and Saint Francoisville, Ill.	6	23037	Vincennes, Ind., Saint Francoisville, Ill.	Cairo, Vincennes and Chicago.
Vinita and Red Fork, Ind. Ter.	7	82002	Vinita, Red Fork, Ind. Ter.	Saint Louis and San Francisco.
Visalia and Goshen, Cal.	8	40018	Visalia, Goshen, Cal.	Visalia R. E.
Volcano Junction and Volcano, W. Va.	3	12003	Volcano Junction, Volcano, W. Va.	Laurel Fork and Sand Hill..
Waco and Gatesville, Tex	7	31025 (part)	Texarkana, Ark., and Gatesville, Tex.	St. Louis, Arkansas and Texas.
Wahnetta and Bartow, Fla	4	16021	Wahnetta, Bartow, Fla	South Florida R. R.
Wakefield and Peabody, Mass.	1	3010	Wakefield, Peabody, Mass.	Boston and Maine R. R.
Walterborough and Green Pond, S. C.	4	14025	Green Pond, Walterborough, S. C.	Green Pond, Walter and Branchville R. R.
Warren, R. I., and Fall River, Mass.	1	4005	Warren, R. I., Fall River, Mass.	Providence, Warren and Bristol R. R.
Warren Plains and Warrenton, N. C.	3	13026	Warren Plains, Warrenton, N. C.	Warrenton
Watrace and Shelbyville, Tenn.	5	10020	Watrace, Shelbyville, Tenn.	Nashville, Chattanooga and St. Louis.
Warwick and Yuma, Kans....	7	33027	Warwick, Yuma, Kans....	Central Branch U. P.
Washington and Barnett, Ga ..	4	15006	Washington, Barnett, Ga ..	Georgia R. R.
Washington and Greenleaf, Kans.	7	33021 (part)	Waterville, Washington, Kans.	Central Branch U. P.
Washington and Waynesburgh, Pa.	2	8114	Washington, Waynesburgh, Pa.	Waynesburgh and Washington.
Waterloo and Hudson, Iowa....	6	27069	Hudson, Waterloo, Iowa....	Wisconsin, Iowa and Nebraska.
Watertown and Brookings, Dak.	6	85014	Brookings, Watertown, Dak.	Chicago and Northwestern..
Watertown and Sackett's Harbor, N. Y.	2	6039	Watertown, Sackett's Harbor, N. Y.	Rome, Wat. and Ogdens....
Watertown and Waterbury, Conn.	1	5006	Waterbury, Watertown, Conn.	Naugatuck R. R.
Waukon Junction and Waukon, Iowa.	6	27040	Waukon Junction, Waukon, Iowa.	Chicago, Milwaukee and St. Paul.

parts of railroads over which no railway post-offices run, in operation, &c.—Continued.

Miles of route.	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.	Remarks.
38.74	12,087	3	2	July 1, 1886	Pounds. 217	127.84 miles of route 31019 between Cuero and Victoria, Tex., covered by Rosenberg and Cuero, Tex., R. P. O. (See Table A ₂). Connects at Victoria, Tex., with Rosenberg and Cuero, Tex., R. P. O.
25.60	16,632	6	4	Apr. 19, 1886	12	
10.17	12,733	12	8	July 1, 1887	334	Supplied by St. Francisville, Ill., and Vincennes, Ind.; connects at St. Francisville, Ill., with Danville and Cairo, Ill., R. P. O., and at Vincennes, Ind., with all lines centering at that point.
68.01	49,647	7	24	July 1, 1886	168	Connects at Vinita, Ind. Ter., with Hannibal, Mo., and Denison, Tex., R. P. O., and Pierce City, Mo., and Vinita, Ind. Ter., R. P. O.
7.66	15,182	19	14	July 1, 1886	324	Connects at Goshen with San Francisco and Los Angeles, R. P. O. Visalia exchanges with Hanford and Lemoore on route 46938.
7.02	8,789	12	4	July 1, 1885	48	Connects Grafton and Cincinnati, and Grafton and Parkersburgh, R. P. O. at Volcano Junction.
47.13	34,405	7	32	July 1, 1886	509	1258.28 miles of route 31025 between Texarkana, Ark., and Waco, Tex., covered by Texarkana, Ark., and Waco, Tex., R. P. O. (See Table A ₁). Connects at Waco, Tex., with Texarkana, Ark., and Waco, Tex., R. P. O., Denison and San Antonio, Tex., R. P. O., and Bremond and Albany, Tex., R. P. O.; at McGregor, Tex., with Gainesville and Galveston, Tex., R. P. O.
17.53	21,948	12	8	Feb. 16, 1885	171	
8.09	10,128	12	8	July 1, 1885	60	Newburyport and Boston R. P. O. exchanges pouches with Lynnfield and Peabody. Boston exchanges pouches with Lynnfield and Peabody.
12.37	15,488	12	6			
9.14	17,164	18	10	July 1, 1885	290	Fall River exchanges pouches with Warren, Providence, Providence and New London R. P. O., and Boston, Springfield and New York R. P. O.
3.13	3,919	12	8	Aug. 23, 1886	120	Connects Norfolk and Raleigh R. P. O. at Warren Plains.
8.36	10,467	12	12	July 1, 1884	258	
30.86	38,637	12	28	July 1, 1886	201	Connects at Warwick, Kans., with Crete and Red Cloud, Nebr., R. P. O., and at Yuma, Kans., with Atchison and Lenora, Kans., R. P. O.
18.58	13,563	7	6	July 1, 1884	175	
7.00	8,764	12	6	July 1, 1886	1,805	113.69 miles of route 33021 between Waterville and Greenleaf, Kans., covered by Atchison and Lenora, Kans., R. P. O. (See Table A ₁). Connects at Greenleaf, Kans., with Atchison and Lenora, Kans., R. P. O., and at Washington, Kans., with Table Rock, Nebr., and Concordia, Kans., R. P. O.
29.73	37,222	12	18	July 1, 1885	503	
9.19	5,753	6	4	July 1, 1887	53	Supplied by Waterloo, Iowa, and by Cedar Falls and Des Moines, Iowa, R. P. O. Connects at Waterloo, Iowa, with Albert Lea, Minn., and Burlington, Iowa, and with Dubuque and Sioux City, Iowa, R. P. O.
48.21	30,179	6	22	July 1, 1886	242	Supplied by Ithial and terminal offices. Connects at Watertown, Dak., with Tracy, Minn., and Redfield, Dak., Saint Paul, Minn., and Watertown, Dak., and with Cedar Rapids, Iowa, and Watertown, Dak., R. P. O's. Connects at Brookings, with Dak., Tracy, Minn., and Pierre, Dak., R. P. O.
12.52	15,675	12	6	July 1, 1885	157	
6.42	8,037	12	16	July 1, 1885	235	Waterbury exchanges pouches with Watertown and Oakville. West Winsted and Bridgeport R. P. O. exchanges pouches with Watertown and Oakville.
28.00	14,898	6	8	July 1, 1887	170	Supplied by La Crosse, Wis., and Dubuque, Iowa, 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, terminal of route.	Corporate title of company.
Waverly and Waverly Junction, Iowa.	6	27094	Waverly Junction, Waverly, Iowa.	Burlington, Cedar Rapids and Northern.
Wawa and Chester, Pa.	2	8008 (part)	Chester, Pa., Port Deposit, Md.	Phila., Wilm. and Balt.
Webb City and Joplin, Mo.	7	133008 (part)	Kansas City, Webb City, Mo.	K. C., Ft. S. and Gulf.
Webster City and Lehigh, Iowa.	6	27075	Webster City, Lehigh, Iowa.	Webster City and Southwestern.
Wellfleet and Provincetown, Mass.	1	9041	Middleborough, Provincetown.	Old Colony R. R.
Wellington and Cissna Park, Ill.	6	23080	Wellington, Cissna Park, Ill.	Chicago and Eastern Illinois.
Wellington and Hunnewell, Kans.	7	133005 (part)	Cherry Vale, Hunnewell, Kans.	Southern Kansas.
West Brownsville and Uniontown, Pa.	2	8146	West Brownsville, Uniontown, Pa.	Pennsylvania.
West Wareham and Fairhaven, Mass.	1	3050	Fairhaven, West Wareham, Mass.	Old Colony R. R.
Weston and Buckhannon, W. Va.	3	12011	Weston, Buckhannon, W. Va.	Weston and Buckhannon.
Wetumpka and Elmore, Ala.	4	17024	Elmore, Wetumpka, Ala.	South and North Ala. R. R.
White Haven and Upper Lehigh, Pa.	2	8097	White Haven, Upper Lehigh, Pa.	Cent. R. R. of N. J.
White River Junction and Woodstock, Vt.	1	2013	White River Junction, Woodstock, Vt.	Woodstock R. R.
Whitesborough and Gainesville, Tex.	7	131022 (part)	Denison, Gainesville, Tex.	Missouri Pacific.
Whitestone and Long Island City, N. Y.	2	6094	Long Island City, Whitestone, N. Y.	Long Island.
Wildwood and Massacre, Fla.	4	10010	Wildwood, Massacre, Fla.	Fla. Rwy. and Nav. Co.
Wilkes-Barre and Wanamie, Pa.	2	8101	Wilkes-Barre, Wanamie, Pa.	Cent. R. R. of N. J.
Williamsburgh and Hollidaysburgh, Pa.	2	8084	Hollidaysburgh, Williamsburgh, Pa.	Pa.
Williamstown and Millersburgh, Pa.	2	8100	Millersburgh, Williamstown, Pa.	Northern Central.
Wilmot and Millbank, Dak.	6	35009	Millbank, Wilmot, Dak.	Chicago, Milwaukee and St. Paul.

parts of railroads over which no railway post-offices run, in operation &c.—Continued.

Miles of route.	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.	Remarks.
6.01	7,524	12	4	July 1, 1887	71	Supplied by Albert Lea, Minn., and Burlington, Iowa, R. P. O. Connects at Waverly, Iowa, with Saint Paul, Minn., and Waterloo, Iowa, and with Sumner and Hampton, Iowa, R. P. O's.
17.17	11,221	15	14	July 1, 1885	945	¹ Balance of route (51.57 miles) covered by Philadelphia and Port Deposit R. P. O. (See Table A*.)
6.98	4,643	7	4	July 1, 1886	2,333	^{190.00} miles of route 33068, between Kansas City, Mo., and Fort Scott, Kans., covered by Kansas City, Mo., and Memphis, Tenn., R. P. O., and 78.85 miles between Fort Scott, Kans., and Joplin, Mo., by Fort Scott, Kans., and Joplin, Mo., R. P. O. (See Table A*.) Connects at Joplin, Mo., with Kansas City and Joplin, Mo., R. P. O.; Fort Scott, Kans., and Joplin, Mo., R. P. O.; Girard and Galena, Kans., R. P. O., and Oronogo and Joplin, Mo., pouch service.
17.83	11,163	6	6	July 1, 1887	71	Supplied by Webster City, Iowa. Connects at Webster City, Iowa, with Tama and Hawarden, Iowa, and with Dubuque and Sioux City, Iowa, R. P. O's.
14.36	17,979	12	16	July 1, 1885	2,627	Balance of route (71.94 miles) covered by R. P. O. service. (See Table A*.) Boston and Wellfleet R. P. O. exchanges pouches with Truro, North Truro, South Truro, and Provincetown. Wellfleet exchanges with Provincetown.
12.89	8,069	6	14	July 1, 1887	117	Supplied by Wellington, Ill., and by Chicago, Ill., and Terre Haute, Ind., R. P. O.
17.59	12,841	7	18	July 1, 1886	1,691	^{113.94} miles of route 33005, between Cherry Vale and Wellington, Kans., covered by Kansas City, Mo., and Kiowa, Kans., R. P. O. (See Table A*.) Connects at Wellington, Kans., with Newton and Caldwell, Kans., R. P. O., Kansas City, Mo., and Kiowa, Kans., R. P. O., Kansas City, Mo., and Wellington, Kans., R. P. O.; connects at South Haven, Kans., with Beaumont and Bluff R. P. O.
18.80	23,538	12	28	July 1, 1885	76	
15.59	19,518	12	33	July 1, 1885	315	New Bedford exchanges pouches with Rochester, Marion, Mattapoisett, West Wareham, and Boston, Providence, and New York R. P. O. Boston and Wellfleet exchanges pouches with Fair Haven, Marion, Mattapoisett, Nantucket, and New Bedford.
16.29	20,305	12	17	July 1, 1885	76	Connects Clarksburgh and Weston R. P. O. at Weston.
6.92	8,664	12	4	July 1, 1884	130	
8.80	11,018	12	10	July 1, 1885	65	
14.44	18,078	12	20	July 1, 1885	231	White River Junction exchanges pouches with Quechee, Taftville, and Woodstock. Taftville exchanges pouches with Quechee and Woodstock. Quechee exchanges pouches with Woodstock.
16.59	22,761	14	18	July 1, 1886	3,852	^{125.22} miles of route 31022, between Denison and Whitesborough, Tex., covered by Denison and San Antonio, Tex., R. P. O. Connects at Whitesborough, Tex., with Denison and San Antonio, R. P. O., Texarkana, Ark., and Whitesborough, Tex., R. P. O.; connects at Gainesville, Tex., with Gainesville and Galveston, Tex., R. P. O.
11.36	18,964	16	30	Aug. 25, 1885	572	
23.52	12,846	6	8	Aug. 16, 1886	67	
12.46	15,600	12	12	July 1, 1885	69	
14.28	22,348	15	16	July 1, 1885	237	
21.04	26,342	12	24	July 1, 1885	226	
17.28	10,805	6	4	July 1, 1886	90	Supplied by Millbank, Dak., and by Ortonville, Minn., and Mitchell, Dak., R. P. O.

TABLE Cc.—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 routes.	Contract designation, terminal of route.	Corporate title of company.
Wilton Junction and Muscatine, Iowa.	6	27090	Wilton Junction, Muscatine, Iowa.	Chicago, Rock Island and Pacific
Winfield and Washington, Iowa.	3	27035 (part)	Burlington, Washington, Iowa.	Burlington and Northwestern.
Winifrede Junction and Winifrede, W. Va.	3	12008	Winifrede Junction, Winifrede, W. Va.	Winifrede
Winneconno and Rush Lake, Wis.	6	25007	Rush Lake, Winneconno, Wis.	Chicago, Milwaukee and St. Paul.
Winona Junction and La Crosse, Wis.	6	25014 (part)	Winona, Minn., and La Crosse, Wis.	Chicago and Northwestern.
Woburn and Winchester, Mass.	1	8018	Winchester, Woburn, Mass.	Boston and Lowell R. R.
Wolfborough and Wolfborough Junction, N. H.	1	1015	Wolfborough Junction, Wolfborough, N. H.	Boston and Maine R. R.
Woodbury and Penn's Grove, N. J.	2	7039	Woodbury, Penn's Grove, N. J.	Delaware River
Woodbury and Riddleton Junction, N. J.	2	7022	Woodbury, Riddleton Junction, N. J.	West Jersey
Woodman and Lancaster Junction, Wis.	6	25025 (part)	Galena, Ill., Woodman, Wis.	Chicago and Northwestern
Woodstock and Blockton, Ala.	4	17028	Woodstock, Blockton, Ala.	Cabana Coal Mining Company.
Woodville, Miss., and Bayou Sara, La.	4	30007	Baron Sara, La., Woodville, Miss.	West Feliciana R. R.
Yarmouth Junction (n. o.) and Hyannis, Mass.	1	8048	Yarmouth Junction (n. o.), Hyannis, Mass.	Old Colony R. R.
Youngwood Station and United, Pa.	2	8151	Youngwood Station, United, Pa.	Pennsylvania
Zoar Station and Bowerston, Ohio.	5	121080 (part)	Toledo, Bowerston, Ohio.	Wheeling and Lake Erie ...
Zumbrota and Rochester, Minn.	6	26017	Rochester, Zumbrota, Minn.	Winona and St. Peter

parts of railroads over which no railway post-offices run, in operation &c.—Continued.

Miles of route.	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.	Remarks.
12.73	15,938	12	8	July 1, 1887	<i>Pounds.</i> 398	Connects at Wilton 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's.
118.64	11,668	6	14	July 1, 1887	407	¹ 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 Washington and Knoxville, Iowa, and with Davenport, Iowa, and Atchison, Kans., R. P. O.
4.54	2,842	6	4	July 1, 1885	36	Connects Richmond and Ashland R. P. O. at Winifrede Junction.
14.42	9,027	6	12	July 1, 1887	113	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.
74.35	11,797	26	8	July 1, 1887	5,690	¹ Balance of route covered by Chicago, Ill., and Winona, Minn., R. P. O. Supplied by Chicago, Ill., and Winona, Minn., R. P. O. Connects at La Crosse, Wis., with all lines centering at that point.
2.38	6,704	27	12	July 1, 1885	281	Woburn exchanges pouches with Boston, Winchester, and Boston, Nashua, and Keene R. P. O.
12.14	15,199	12	10	July 1, 1885	141	Wolfborough exchanges pouches with East Wolfborough, and Boston. North Conway and Portsmouth R. P. O. exchanges pouches with Wolfborough and East Wolfborough. Wolfborough exchanges pouches with Wolfborough Junction.
20.97	32,818	15	22	July 1, 1885	183	
22.21	48,602	21	34	July 1, 1885	286	
18.53	11,600	12	14	July 1, 1887	602	¹ Balance of route covered by Milwaukee and Lancaster, Wis., and Montfort, Wis., and Galena, Ill., R. P. O's; supplied by Woodman, Wis., and by Milwaukee and Lancaster, Wis., R. P. O.; connects at Woodman, Wis., with Milwaukee and Prairie du Chien, Wis., R. P. O.
8.67	5,427	6	2	July 1, 1884	106	
26.29	10,983	4	4	July 1, 1886	24	
3.54	4,433	12	6	July 1, 1885	80	Boston and Wellfleet R. P. O. exchanges pouches with Hyannis and Hyannisport.
11.09	6,942	6	8	July 1, 1885	55	
16.60	20,783	12	30	Mar. 15, 1886	607	¹ Balance of route (155.03 miles) covered by Toledo and Marietta R. P. O. (See Table A*.)
26.12	49,053	18	22	July 1, 1887	178	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.—Statement of mail service performed in closed pouches upon railroads and parts of railroads over which no railway post-offices run, in operation June 30, 1887.

Division.	Number of routes.	Miles of route.	Annual miles of service.	Number of pouches exchanged daily.
First	101	1,111.62	1,540,373	2,075
Second	212	2,659.95	3,752,380	2,964
Third	40	569.63	425,508	440
Fourth	73	1,292.83	1,042,512	432
Fifth	56	687.22	850,368	773
Sixth	145	3,265.22	2,972,679	1,801
Seventh	85	2,401.63	2,014,981	1,094
Eighth	52	1,753.01	1,315,123	784
Ninth	25	608.94	515,689	401
Total	796	14,350.05	14,489,613	11,714
Total as per annual report for the year ended June 30, 1886	737	13,250.20	12,835,297	10,937
Increase	58	1,099.85	1,654,316	757

TABLE D.—Comparative statement of the railway mail service 1830 to 1887.

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	28						
1831	95						
1832	229						
1833	380						
1834	633	78					
1835	1,098						
1836	1,272		\$1,878,296				
1837	1,497	974	\$1,793,024	\$207,444	\$0.17.14		
1838	1,913		\$2,413,090	\$410,488	17.01		
1839	2,302		\$3,396,055	\$520,602	15.32		
1840	2,818		\$3,889,053	\$595,353	15.30		
1841	3,535		\$3,046,450	\$585,813	14.84		
1842	4,026	3,091	\$4,424,262	432,568	9.77		\$22,987.00
1843	4,185		\$5,092,402	\$733,687	12.68		\$28,965.00
1844	4,377	3,714	\$5,747,355	531,752	9.25		\$29,744.00
1845	4,633		\$6,484,592	\$843,430	13.06	43	\$37,513.00
1846	4,930	4,002	\$7,781,828	\$870,570	11.18		\$42,406.00
1847	5,598	4,402	4,170,403	597,475	14.32	186	\$46,153.00
1848	5,996	4,735	4,327,400	584,192	13.49		\$54,063.00
1849	7,365	5,497	4,801,177	635,740	13.07		\$61,512.00
1850	9,021	6,880	6,524,593	818,227	12.54		\$107,042.00
1851	10,982	8,255	8,364,503	985,019	11.77	148	\$145,897.00
1852	12,908	10,146	11,082,768	1,275,820	11.59	185	\$100,936.00
1853	15,360	12,415	12,086,705	1,601,329	12.33	235	\$176,722.00
1854	16,729	14,440	15,433,389	1,758,610	11.39	257	\$107,090.00
1855	18,374	18,333	19,202,469	2,073,689	10.79	348	\$24,498.00
1856	22,016	20,323	21,809,296	2,310,389	10.59	394	\$27,187.00
1857	24,503	21,530	24,267,944	2,559,847	10.54	451	\$39,388.00
1858	26,968	24,431	25,763,452	2,828,301	10.97	491	\$92,739.00
1859	28,789	26,010	27,268,384	3,243,974	11.90	548	\$29,175.00
1860	30,635	27,129	27,652,749	3,349,602	12.11	582	\$405,819.00
1861	31,396	\$2,018	\$3,116,823	\$2,543,709	11.00	427	\$14,179.00
1862	33,170	\$2,328	\$2,777,219	\$2,498,115	10.96	474	\$205,823.00
1863	33,908	\$9,152	\$2,871,558	\$2,538,517	11.09	525	\$324,524.00
1864	35,085	\$2,616	\$3,201,912	\$2,567,044	11.01	572	\$352,801.00
1865	36,801	\$3,491	\$4,087,568	\$2,707,421	11.23	612	\$42,071.00
1866	39,259	\$3,092	\$6,609,467	\$3,391,692	11.08	702	\$42,401.00
1867	42,229	\$4,015	\$2,437,960	\$3,812,600	11.75	827	\$29,680.00
1868	42,229	\$6,018	\$4,886,178	4,177,126	11.97	995	\$39,975.00

* Including steamboat service; no separate report.

† Including mail-messenger service.

‡ Service suspended in Southern States.

TABLE D^a.—Comparative statement of the railway mail service, &c.—Continued.

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.
1869	46,844	39,587	41,399,284	\$4,723,680	\$11.41	1,129	\$973,560.00
1870	52,914	43,727	47,551,970	5,128,901	10.78	1,106	1,109,140.00
1871	60,283	49,834	55,557,048	5,724,979	10.30	1,382	1,441,020.00
1872	68,171	57,911	62,491,749	6,502,771	10.40	1,647	1,709,518.00
1873	70,278	63,457	65,821,445	7,257,198	11.05	1,805	1,958,876.00
1874	72,383	67,734	72,460,545	8,589,863	11.85	2,175	2,186,330.00
1875	74,098	70,083	75,154,910	9,216,518	12.28	2,242	2,410,490.00
1876	76,808	72,348	77,741,172	9,543,134	12.37	2,415	2,504,140.00
1877	79,089	74,546	85,338,710	8,053,938	10.60	2,500	2,481,846.00
1878	81,776	77,120	92,120,395	9,568,595	10.38	2,808	2,579,013.00
1879	85,497	79,991	83,092,092	9,792,589	10.61	2,609	2,924,890.00
1880	85,871	85,320	98,497,463	10,648,088	11.03	2,947	2,850,980.00
1881	104,813	91,569	103,521,229	11,983,117	11.55	3,177	2,108,401.00
1882	118,329	100,563	113,995,318	13,127,715	11.51	3,570	2,488,779.00
1883	120,552	110,208	129,198,641	13,837,800	10.75	3,855	2,968,032.00
1884	125,150	117,160	142,541,392	15,012,693	10.53	3,963	3,072,071.00
1885	129,067	121,032	151,912,140	16,627,988	10.95	4,887	4,246,209.51
1886	137,986	123,933	165,699,369	15,495,191	10.45	4,573	4,516,825.54
1887	(*)	130,949	169,639,805	16,174,691	10.64	4,851	4,694,561.75

* 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 figures in columns in reference to transportation are taken from the reports of the Second Assistant Postmaster-General.

TABLE E^a.—Statement of mail distributed en route on the cars by railway postal clerks during the fiscal year ended June 30, 1887.

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 distributed.	Number of through registered pouches handled.	Number of inner registered sacks.
First	7,442,102	809,239,505	975,975	149,396,250	455,635,755	1,151,183	49,619	23,235
Second	11,762,882	470,515,280	1,730,224	259,533,600	730,048,880	2,511,295	121,425	11,673
Third	4,476,767	179,070,080	799,854	119,978,100	290,048,780	1,040,481	59,050	8,453
Fourth	6,539,898	253,595,020	1,107,129	168,069,350	419,085,270	1,373,564	67,889	20,481
Fifth	15,129,635	605,185,400	2,797,870	419,680,500	1,024,865,500	2,147,072	157,577	11,952
Sixth	18,297,876	731,915,040	3,061,761	459,264,150	1,191,179,190	3,401,074	112,723	10,256
Seventh	14,823,097	592,939,800	2,297,403	344,610,450	937,570,330	2,308,230	84,655	40,398
Eighth	2,832,704	113,208,160	457,081	63,562,150	181,570,310	898,187	28,348	4,389
Ninth	8,960,799	358,431,960	1,575,830	236,874,500	594,806,460	921,543	134,832	2,661
Total	90,286,600	3,614,221,825	14,803,127	2,220,469,050	5,834,690,875	15,752,569	816,112	134,501
Total as per report for year ended June 30, 1886	82,596,846	3,333,901,625	13,304,709	1,995,619,850	5,329,521,475	15,525,844	766,106	82,619
Increase	7,679,812	280,320,200	1,498,328	224,849,200	505,169,400	226,725	50,006	101,882

The percentage of increase in number of pieces of ordinary mail matter handled, 1887 over 1886, was 9.47+

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 registered matter handled, 1887 over 1886, was 2.82-

The percentage of decrease in number of pieces of registered matter handled, 1886 over 1885, was 1.74+

TABLE F^c.—Statement of errors made by railway postal clerks during the fiscal year ended June 30, 1887.

Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.					Misdirected.			Errors checked against postal clerks.	Errors checked against post-offices.
			Letter packages.	Pouches.	Sacks.	Registered packages.	Registered pouches and inner registered sacks.	Letter packages.	Pouches.	Sacks.		
First.....	16,802	28,932	1,420	763	191	42	8	67	51	26	26,498	35,115
Second.....	49,779	88,848	1,525	1,120	357	175	16	192	69	48	96,013	97,850
Third.....	48,172	122,354	500	99	67	36	1	119	19	60	146,929	37,190
Fourth.....	68,325	146,195	1,521	383	240	125	28	231	44	94	248,274	95,621
Fifth.....	143,191	438,786	4,100	550	365	124	21	554	141	299	327,895	129,579
Sixth.....	157,644	389,445	3,903	998	374	122	.....	871	138	341	576,839	112,167
Seventh.....	123,436	298,270	2,768	913	835	294	35	571	126	252	*686,465	.....
Eighth.....	10,567	11,969	218	22	41	11	1	48	7	5	63,732	29,826
Ninth.....	79,697	206,818	1,543	1,168	215	42	.....	241	58	152	84,369	79,267
Total.....	697,513	1,734,617	17,498	6,016	2,685	971	105	2,894	653	1,277	2,257,014	616,365
Total as per report for fiscal year ended June 30, 1880	548,039	1,260,443	12,696	5,150	2,189	960	81	2,182	458	763	.....	.....
Increase	149,474	474,174	4,802	866	496	11	24	712	195	514	.....	.....

* Includes errors checked against post-offices.

Number of letters and pieces of other mail distributed during the fiscal year ended June 30, 1887.....	5,851,391,057
Number of errors made in the distribution of the same.....	1,734,617
Number of letters and pieces of other mail matter distributed to each error, 1887.....	3,373
Number of letters and pieces of other mail matter distributed to each error, 1886.....	4,224
Percentage of correct distribution, 1887.....	99.97+
Percentage of correct distribution, 1886.....	99.98-

TABLE G^s.—Statement of errors in the distribution and forwarding of mails by post-offices of the 1st, 2d, and 3d classes during the fiscal year ended June 30, 1887.

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 registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Abilene, Kans.....	12	7	181	734	3	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1,141	184
Abingdon, Va.....	3	3	10	30	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ada, Ohio.....	5	5	27	61	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Adrian, Mich.....	9	9	134	235	6	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	147	13
Akron, Ohio.....	5	5	544	952	12	1	.....	.....	.....	.....	3	.....	.....	.....	.....	695	28
Alameda, Cal.....	.....	.....	12	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10	.....
Albany, N. Y.....	1	1	1,661	2,854	58	1	1	.....	1	.....	10	.....	.....	.....	.....	648	965
Albany, Ore.....	3	3	278	335	.....	.....	.....	.....	.....	.....	8	.....	.....	.....	.....	.....	.....
Albion, Mich.....	9	9	14	62	1	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	428	123
Albuquerque, N. Mex.....	.....	.....	20	21	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	91	.....
Alexandria, Va.....	3	3	88	126	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	73	.....
Allegheny, Pa.....	1	1	689	1,062	32	1	.....	.....	.....	.....	4	.....	.....	.....	.....	207	160

TABLE G^s.—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 registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Allentown, Pa.	2	2	31	42	2	1										39	10
Alliance, Ohio	2	2	14	20	1					1							
Alpena, Mich.	2	9	15	23												13	16
Alton, Ill.	2	6	31	148	4												
Altoona, Pa.	2	1	243	347	7		1									190	282
Amherst, Mass.	2	1	1	1	1											5	1
Amsterdam, N. Y.	2	2	166	242							1					247	140
Anacosta, Mont.	2	8	18	44							2						
Anderson, Ind.	2	5	37	44												9	1
Ann Arbor, Mich.	2	9	133	245	2										1	383	95
Annapolis, Md.	2	3	85	175	1						1					198	153
Ansonia, Conn.	2	1	36	165												22	37
Appleton, Wis.	2	6	138	237	5						1					467	200
Asbury Park, N. J.	2	2	36	47	2											86	215
Asheville, N. C.	2	3	435	1,229	2						1					1,328	46
Ashland, Ky.	2	3	6	9	2											71	
Ashland, Ohio	2	5	27	132			3				2						
Ashland, Ore.	2	3	15	24												10	
Ashtabula, Ohio	2	3	69	125	6						1					64	5
Aspen, Colo.	2	2	6	37												59	230
Astoria, Ore.	2	3	13	14	1											9	
Atchison, Kans.	2	7	1,624	3,750	50			1								358	258
Atlanta, Ga.	2	4	4,433	7,184	50	1	33	5	1	5	33	3		18	1,635	982	
Atlantic, Iowa	2	6	29	37							1						6
Atlantic City, N. J.	2	2	37	57	1						2	1				99	92
Attica, Ind.	2	3	18	57		1					1					80	3
Auburn, Cal.	2	5	21	48	1	2	1									15	11
Auburn, Me.	2	1	298	588	5		1				1					203	135
Auburn, N. Y.	2	2	451	727	3	2	1				4	1				888	652
Augusta, Ga.	2	4	795	1,168	38						2					679	588
Augusta, Me.	2	1	547	1,177	9	1	1			1	5			1		216	67
Aurora, Ill.	2	3	17	44	10	1	1				2					133	23
Aurora, Ind.	2	6	125	189							1				1		
Austin, Tex.	2	8	13	20													
Austin, Nev.	2	7	877	1,856		1				1	2	4			2	2,832	165
Baker City, Ore.	2	3	11	20												17	
Bakersfield, Cal.	2	3	4	4													
Baltimore, Md.	2	1	3,760	6,208	80	0	1			7	17	3		7	878	476	
Bangor, Me.	2	1	132	245		2	1			1	2	3		1	37	82	
Barnesville, Ohio	2	3	39	44													
Batavia, N. Y.	2	2	199	294	1		1									30	43
Bath, Me.	2	1	35	41												38	72
Battle Creek, Mich.	2	9	97	174	7					3				1			
Bay City, Mich.	2	9	323	617	1					1						230	85
Beatrice, Nebr.	2	6	37	95	1					1						153	29
Beaver Falls, Pa.	2	2	145	226						3	1					163	85
Bedford, Ind.	2	3	2	22													
Bel Air, Md.	2	3			1												
Bellaire, Ohio	2	5	93	147			1				1					11	
Bellefontaine, Ohio	2	3	31	41													
Belleville, Ill.	2	6	8	10													
Bellevue, Ohio	2	5	11	16	4												
Beloit, Wis.	2	6	127	268	1					2	1					24	8
Benicia, Cal.	2	3	59	56		3	2									16	
Benton Harbor, Mich.	2	3	3	12													
Berkeley, Cal.	2	3	16	24												12	
Berryville, Va.	2	3															
Bethlehem, Pa.	2	2	33	75	3					1	1					87	39
Beverly, Mass.	2	1	87	137												75	46
Biddleford, Me.	2	1	104	158	2		1									323	172
Big Rapids, Mich.	2	9	3	3													
Billings, Mont.	2	3	39	60						1							
Binghamton, N. Y.	2	1	167	299	1	1				2						42	3
Birmingham, Ala.	2	4	2,476	5,247	38		2			14	1				5	861	415
Birmingham, Conn.	2	1	32	45	1											1	1
Bismarck, Dak.	2	6	35	49						1						24	20
Bloomington, Ind.	2	5	65	177						2						90	4
Bloomington, Ill.	2	6	651	1,238	20					5	2			1			

TABLE G⁶.—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 registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Bodie, Cal.	3	8	14	16												4	
Boisé City, Idaho	3	2	41	81												16	
Bolivar, Ohio	4	5	19	35			1	1								16	
Boston, Mass.	1	1	11,473	10,944	243	9	6			7	75	10			28	1,275	2,304
Bowenston, Ohio	4	5														68	1
Bowling Green, Ohio	3	5	72	158	2					1						879	143
Bowling Green, Ky.	3	5	51	117			1										
Bozeman, Mont.	3	3	10	26													
Bradford, Pa.	2	2	132	199	7					2						67	188
Brattleboro', Vt.	2	2	76	207	1									4		67	132
Brazil, Ind.	3	5	44	69		1										243	86
Brick Church, N. J.	2	2	32	61	5	1										25	97
Bridgeport, Conn.	1	1	211	338	7	2	6		1	3	3					15	50
Bridgeton, N. J.	2	2	32	42												9	18
Brockton, Mass.	2	1	47	88												20	12
Brooklyn, N. Y.	1	2	3,063	5,409	40	1	3			5	35	4		5		296	674
Bryan, Ohio	3	9	24	58												124	10
Bucyrus, Ohio	3	5	35	50						2							
Buffalo, N. Y.	1	2	1,163	2,671	33	2				8	2			6		703	997
Burlington, Iowa	1	6	173	351	12	1				3						890	168
Burlington, Vt.	2	1	54	888	13		2	1		1						35	18
Butler, Ind.	3	5															
Butte City, Mont.	2	2	212	263	1					1						271	30
Cadillac, Mich.	3	9	5	21													
Cañero, Ill.	2	6	29	94							1					1,321	221
Cambridge, Ohio	3	5	172	354	1					1						1,015	329
Camden, N. J.	2	2	112	147	2											5	161
Canandaigua, N. Y.	2	2	57	144												97	9
Canton, Ohio	2	5	390	743	9		51			32	5		1			291	50
Carlisle, Pa.	2	2	153	372	6					1						70	23
Carson City, Nev.	3	8	12	16												19	5
Carthage, Mo.	2	7	110	294	5											351	245
Catskill, N. Y.	2	2	25	36												83	67
Cedar Rapids, Iowa	2	6	484	1,243	81		3			5	2					1,872	899
Chambersburgh, Pa.	2	2	75	222	6					1						105	17
Champaign, Ill.	2	6	69	178	2					1						104	90
Charleston, S. C.	1	4	835	1,504	13	6		1		4	6	2		1		266	293
Charleston, W. Va.	2	3	123	238	3						2					292	260
Charlestown, W. Va.	3	3	78	129												39	53
Charlotte, Mich.	2	9	121	200						5						87	3
Charlotte, N. C.	2	3	436	780	2	4				1	3					153	54
Charlottesville, Va.	3	3	183	258	6											379	162
Chattanooga, Tenn.	2	5	1,151	2,487	19		3			2	6	1		3		1,583	721
Cheboygan, Mich.	3	9	70	96	4						1	1					
Cheney, Wash.	3	8	21	31						1						10	
Chester, Pa.	2	2	112	137	9		5				2					303	160
Cheyenne City, Wyo.	2	6	193	313	2		1			2						928	261
Chicago, Ill.	1	6	22,226	29,881	193					27							
Chillicothe, Ohio	2	5	112	176	2						1	1				430	153
Chippewa Falls, Wis.	2	6	8	11												21	2
Cincinnati, Ohio	1	5	5,296	9,204	140	4	6		1	13	122	8		21		6,829	4,070
Circleville, Ohio	3	5	4	6							2						
Clarksburgh, W. Va.	3	3	81	137						1						365	182
Clarksville, Tenn.	2	5	18	60												22	3
Cleveland, Ohio	1	5	2,788	4,110	30	2	1			21	5			7		245	76
Clinton, Iowa	2	6	121	186	1					1						893	270
Clinton, Mass.	2	1	19	55													
Coldwater, Mich.	2	9	222	399	10					1						1,813	
Cohoes, N. Y.	2	2	84	129	1					2						196	143
Colfax, Ind.	4	5	1	2	5												
Colfax, Wash.	3	8	31	35												10	
Colorado Springs, Colo.	2	7	254	411	4	1	2			1						751	120
Columbia, S. C.	2	4	69	93						2						156	178
Columbia, Tenn.	3	5	51	131	1	1				1						1,045	239
Columbus, Ga.	2	4	260	347	3	3				4						2,157	298
Columbus, Ind.	3	5	91	186						2	3						
Columbus, Ohio	1	5	1,564	2,565	52		1			19				3		480	111
Colusa, Cal.	3	8	24	33	2					1				1		108	21

TABLE G^a.—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 in incorrect slips.	Missent.					Misdirected.					Errors checked—		
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Concord, N. C.	3	3	8	15													
Concord, N. H.	3	1	30	47	3	2								157	50		
Concord, Tenn.	3	4	39	44	1									64	15		
Corning, N. Y.	3	4	41	61										4	22		
Corry, Pa.	3	2	210	330	5	1	8							134	4		
Cortland, N. Y.	3	2	63	83						6	3				16		
Corvallis, Oreg.	3	2	20	28													
Corydon, Ind.	3	4	1	17													
Coshocton, Ohio	3	3	54	188	1												
Concell Bluffs, Iowa	3	3	235	499	15				1	2			1	615	132		
Covington, Ky.	3	3	433	625	11	2			4	1			1	546	171		
Crawfordsville, Ind.	3	3	312	416	4									417	96		
Creston, Iowa	3	3	182	245										2,096	211		
Culpeper, Va.	3	3	2	2													
Cumberland, Md.	3	3	18	18	1					1				225	62		
Cuyahoga Falls, Ohio	3	3	59	138	5									8			
Dallas, Tex.	1	7	624	1,178	8	1	1		1	4	2		1	663	316		
Danbury, Conn.	3	3	18	21			1							9			
Danville, Ill.	3	6	185	252	1		1			2	1						
Danville, Ind.	3	3	19	27													
Danville, Ky.	3	5	139	248						2							
Danville, Va.	3	3	427	1,007	6	1				1	1			830	231		
Dayenport, Iowa.	3	3	373	863	14					5				1	311		
Dayton, Ohio	1	1	1,022	2,064	16		6			22	5		3	1,834	600		
Decatur, Ill.	2	6	82	134	2	1				1	2		2	203	176		
Deer Lodge City, Mont.	3	3	31	42													
Defiance, Ohio	3	3	17	90													
Delaware, Ohio	2	3	179	379	1		1			4	1		2	1			
Denison, Tex.	1	7	58	160	1									5			
Denver, Colo.	1	7	3,061	5,258	84	8	10	1		28	7		4	1,726	1,818		
Des Moines, Iowa	1	6	3,640	11,257	228	4				8	40	3	11	1,122	145		
Detroit, Mich.	1	9	3,166	5,187	61					2	9	2	6	79	115		
Dixon, Cal.	3	8	23	36	1									6			
Dixon, Ill.	2	6	22	83	5	1								1	13		
Dodge City, Kans.	2	7	26	40										95	98		
Dover, N. H.	2	1	21	23							1			3	25		
Dresden, Ohio	4	5	2	2													
Dubuque, Iowa	1	6	435	894	3	2				4				1,360	548		
Duluth, Minn.	2	6	352	697	4	1				7							
Dunkirk, N. Y.	2	2	69	93										84	41		
Durham, N. C.	3	3	38	56													
East Liverpool, Ohio	2	2	26	56						2							
East Portland, Oreg.	3	3	162	309										37	14		
East Saginaw, Mich.	2	3	149	213	4	2	1			1				170	72		
Easton, Pa.	2	2	54	141	1	1				1	1			4	47		
Eau Claire, Wis.	2	6	98	162	6		2			2	2			260	105		
Elgin, Ill.	1	6	268	455													
Elizabeth, N. J.	2	2	47	63										210	249		
Elizabeth City, N. C.	3	3	10	11										3	13		
Elkhart, Ind.	2	5	79	180	2					6	1		3				
Elkton, Md.	3	3															
Ellensburg, Wash.	3	8	22	46										45			
Ellicott City, Md.	3	3	24	39						1							
Elmira, N. Y.	2	2	599	993	10	1				13				18	29		
El Paso, Tex.	2	7	68	155	1	1							1	591	106		
Elyria, Ohio	2	5	191	172	3					2				578	95		
Emmitsburgh, Md.	3	3	9	19													
Emporia, Kans.	2	7	56	90	2	1				1				228	158		
Englewood, Ill.	2	4	71	136		1				2				463	100		
Erie, Pa.	2	2	235	302	2		1			3	2		1	2,428	574		
Engene City, Oreg.	3	8	71	99													
Eureka, Cal.	3	8	12	16										9			
Eureka, Nev.	3	8	14	18	1												
Evanston, Ill.	2	6	49	77						5				59	7		
Evansville, Ind.	2	5	374	571	4		1			6	10		1	1,168	306		
Fairmont, W. Va.	3	3	9	16	4									113	41		
Fall River, Mass.	2	1	56	117	2									37	6		
Fargo, Dak.	2	6	75	76						1							

TABLE G^t.—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.	Misent.						Misdirected.				Errors checked—			
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Faribault, Minn.	2	6	46	68			1				3					3	5	
Farmville, Va.	2	3	12	77						2						280	71	
Fayetteville, N. C.	3	2	23	28														
Findlay, Ohio	3	5	4	30		1												
Fitchburg, Mass.	12	12	1	63												39	193	
Flint, Mich.	12	9	82	106												235	21	
Fond du Lac, Wis.	2	6	11	27		1												
Fort Benton, Mont.	3	8	22	34														
Fort Dodge, Iowa	4	12	6	244		3				2								
Fort Gratiot, Mich.	4	9	1	2		1												
Fort Scott, Kans.	7	7	286	587	11		1			8					1,504	197		
Fort Smith, Ark.	7	7	243	313						5			1		662	156		
Fort Wayne, Ind.	5	4	42	316	5	3				1					22			
Fort Worth, Tex.	7	7	368	892	6	1	10			3	1				273			
Fortress Monroe, Va.	3	3	3	62	1					1	1							
Fostoria, Ohio	3	5	29	73						1								
Frankfort, Ky.	2	2	5	66	122					2					41	8		
Frankfort, Ind.	3	5	21	48	1		1								262	30		
Franklin, Ky.	3	5	159	259	1					6	2				793	417		
Franklin, Tenn.	3	5	30	65	1										82	16		
Franklin, Pa.	2	2	63	161	2	4									121	83		
Frederick, Md.	12	3	22	36	2					1					114	105		
Fredericksburgh, Va.	4	3	58	47	1										2	2		
Fredonia, N. Y.	2	2	183	615	5					2					227	26		
Fremont, Nebr.	2	8	41	70						1					94	37		
Fremont, Ohio	3	5	39	69	3					1			1		43	5		
Fresno City, Cal.	2	8	67	107	1		1			1			2		16	8		
Freeport, Ill.	12	6	27	53						2					34	14		
Frostburgh, Md.	3	3																
Galesburgh, Ill.	2	6	165	450	4					5					410	76		
Galion, Ohio	3	5	4	5			1											
Gallatin, Tenn.	3	5	35	43		2	5											
Galveston, Tex.	1	7	562	771	8					2				3	769	403		
Geneva, N. Y.	2	2	198	286						1	1				408	64		
Georgetown, Ky.	3	5	14	19														
Glasgow, Ky.	3	5	11	11						3								
Glen Allen, Va.	3	3	17	59											34	17		
Glens Falls, N. Y.	2	2	18	60						1					62	1		
Gloucester, Mass.	2	1	49	101						2	1				158	215		
Gloversville, N. Y.	2	2	30	42											61	27		
Goldsborough, N. C.	5	3	74	143	1							1			646	141		
Gordonsville, Va.	3	3	2	2														
Goshen, N. Y.	12	2	5	5											5	12		
Grafton, W. Va.	3	3	5	51														
Grand Forks, Dak.	2	6	15	22						1								
Grand Haven, Mich.	3	9	8	15											7	21		
Grand Island, Nebr.	2	6	152	287	8					3								
Grand Rapids, Mich.	1	9	219	372	6					1	1				72	51		
Grass Valley, Cal.	3	8	159	260	3					1					182	40		
Green Bay, Wis.	2	6	29	59	1													
Greencastle, Ind.	3	5	19	69														
Greenfield, Mass.	2	1	33	194						1					30	89		
Greenfield, Ind.	3	5	2	25		1				1								
Greensburgh, Ind.	3	5	121	219						-1					2			
Greensborough, N. C.	3	3	90	219	2		1			3					484	102		
Greenville, Mich.	3	9	6	23						1	1				7	1		
Greenville, Ohio	3	5	50	72	2		2			1								
Greenville, S. C.	2	4	51	92	1		1			1					73	38		
Hagerstown, Md.	2	3	194	229		1				1					89	55		
Haley, Idaho	3	8	4	4														
Hamilton, Ohio	2	5	250	427	6	1	1			4			1		956	354		
Hammond, Ind.	4	5	19	21											71	2		
Hampton, Va.	3	3	148	351	1										344	234		
Hanford, Cal.	3	8	28	36	2										16			
Hannibal, Mo.	2	7	215	483	12					2	1				80	59		
Harrisburg, Pa.	1	2	385	672	25	3				5	3				6	74		
Harrisonburgh, Va.	3	3	29	49											16	35		
Hartrodsburgh, Ky.	3	6	78	123	2										371	72		

TABLE G8.—Statement of errors in the distribution and forwarding of mails, &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 registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Hartford, Conn.	1	1	607	1,071	15	1	2	1	...	6	...	...	...	1	132	230
Hastings, Nebr.	2	6	54	91	1	1	1	...	...	1	...	...	...	...	67	30
Haverhill, Mass.	2	1	80	117	1	...	...	...	...	1	...	...	...	...	307	365
Havre de Grace, Md.	3	3	1	2	...	...	...	...	...	...	...	...	...	...	50	42
Hazleton, Pa.	2	2	15	26	...	...	...	...	...	...	...	...	...	...	17	8
Helena, Mont.	2	8	50	76	...	...	...	...	...	1	...	...	...	...	32	...
Henderson, Ky.	3	5	115	263	...	...	...	...	...	...	...	...	...	...	321	559
Henderson, N. C.	3	3	25	33	...	...	...	...	...	...	...	...	...	...	77	55
Hillsborough, Ohio	3	5	61	94	...	...	...	...	...	...	...	...	...	...	180	48
Hilldale, Mich.	2	9	18	19	...	...	...	...	...	2	2	...	...	...	...	...
Hoboken, N. J.	2	2	9	9	2	...	...	...	...	...	...	...	...	...	...	...
Hollister, Cal.	3	8	15	24	...	...	...	...	...	1	...	...	...	...	100	73
Holyoke, Mass.	2	1	132	227	...	...	...	...	...	...	...	...	...	...	8	...
Hopkinsville, Ky.	3	5	50	116	...	...	...	...	...	5	3	...	4	...	256	266
Hornellsville, N. Y.	3	5	24	33	...	...	...	...	...	...	...	...	...	...	12	126
Hot Springs, Ark.	7	7	485	734	6	...	1	...	1	...	1	...	3	1,353	113	4
Houston, Tex.	3	9	249	407	2	...	...	...	...	1	...	...	...	...	730	10
Hudson, Mich.	3	9	12	37	...	...	...	...	...	5	1	...	...	...	1	...
Hudson, N. Y.	3	9	30	74	...	...	...	...	...	...	...	...	...	...	131	336
Humboldt, Tenn.	4	5	8	18	...	...	...	...	...	...	...	...	...	...	...	...
Huntingdon, Pa.	3	5	17	21	2	...	...	...	...	2	...	...	...	...	12	...
Huntington, Ind.	3	5	23	72	2	...	1	...	...	2	...	...	...	...	...	...
Huntington, W. Va.	3	3	52	63	9	1	...	...	...	...	...	...	...	...	...	...
Huron, Dak.	2	6	105	155	...	...	...	...	...	1	...	...	...	...	376	123
Indianapolis, Ind.	1	5	1,431	2,810	50	7	2	...	2	24	4	...	5	865	260	...
Ionia, Mich.	3	9	19	42	...	...	...	...	...	...	...	...	...	...	...	...
Iowa City, Iowa.	3	6	167	388	2	...	...	...	...	2	2	...	...	...	16	6
Ironton, Ohio	3	5	64	128	...	...	...	...	...	1	1	...	...	...	1	...
Ithaca, N. Y.	2	2	108	138	...	...	...	...	...	...	...	...	...	...	115	36
Jackson, Mich.	3	9	362	536	4	1	...	...	...	6	...	...	...	...	50	13
Jackson, Miss.	4	4	114	242	1	...	...	...	...	...	...	...	...	...	6	...
Jacksonville, Fla.	2	2	524	838	6	1	2	...	...	2	6	...	...	...	43	110
Jacksonville, Ill.	2	6	98	138	13	1	...	...	...	2	...	...	...	...	...	...
Jacksonville, Oreg.	3	8	8	10	1	...	...	...	...	...	...	...	...	...	...	...
Jamestown, N. Y.	2	2	38	50	...	...	...	...	...	2	...	...	...	...	22	182
Janesville, Wis.	2	6	15	34	1	...	...	...	...	1	...	...	...	...	...	66
Jefferson City, Mo.	3	7	58	111	3	1	...	...	2	...	...	...	...	...	409	50
Jeffersonville, Ind.	3	5	99	152	4	...	...	...	...	2	...	...	...	...	14	...
Jersey City, N. J.	1	2	693	1,146	3	...	...	...	...	3	...	...	...	...	211	55
Johnstown, Pa.	2	2	172	229	3	1	...	...	...	2	...	...	...	...	356	261
Joliet, Ill.	2	6	71	331	3	...	...	...	...	1	1	...	...	...	715	211
Kalamazoo, Mich.	2	9	210	399	8	2	3	...	...	4	1	...	...	...	32	...
Kankakee, Ill.	2	6	13	16	...	...	...	...	...	...	...	...	...	...	...	...
Kansas City, Mo.	1	7	8,867	18,329	442	10	15	2	1	105	9	...	27	15,983	5,171	...
Kearney, Nebr.	2	6	106	231	5	...	...	...	...	2	...	...	...	...	1,705	80
Keene, N. H.	2	1	11	26	...	...	...	...	...	1	...	...	...	...	1	2
Kenton, Ohio	3	5	36	73	...	...	...	...	...	1	...	...	...	...	99	20
Keokuk, Iowa	2	6	115	364	3	1	...	...	...	3	...	...	...	...	...	...
Kingston, N. Y.	2	2	59	93	3	3	...	...	...	1	...	...	...	...	78	89
Kinston, N. C.	3	3	11	22	...	...	...	...	...	...	...	...	...	...	...	...
Knightstown, Ind.	3	5	24	46	1	...	...	...	...	...	...	...	...	...	282	57
Knoxville, Tenn.	3	5	2,261	4,032	10	2	1	...	...	22	...	...	...	1,961	546	...
Kokomo, Ind.	3	5	34	54	...	...	...	...	...	1	...	...	...	...	300	46
La Crosse, Wis.	2	6	21	35	1	...	...	...	...	1	...	...	...	...	...	...
La Fayette, Ind.	2	5	191	375	12	...	...	...	...	3	...	...	...	...	470	44
Lancaster, Pa.	2	2	790	1,627	13	...	...	...	...	5	2	...	2	...	278	50
Lansing, Mich.	2	9	169	263	3	1	1	...	...	1	2	...	...	...	41	2
Lapeer, Mich.	3	9	1	2	...	...	...	...	...	...	...	...	...	...	...	...
La Porte, Ind.	2	5	38	66	2	...	...	...	...	...	...	...	...	...	...	...
Las Vegas, N. Mex.	2	7	93	140	2	1	...	...	...	...	...	...	...	1,283	291	...
Lawrence, Kans.	2	7	1,337	2,474	8	...	...	...	...	3	...	...	...	...	241	178
Lawrence, Mass.	2	1	38	76	...	...	...	...	...	1	...	...	1	...	9	103
Lawrenceburg, Ind.	3	5	154	415	7	...	...	...	...	2	2	...	...	...	1,024	205
Leadville, Colo.	2	7	928	1,640	12	1	...	1	...	12	...	...	...	2,723	780	...
Leavenworth, Kans.	2	7	507	986	11	3	...	...	1	1	...	1	...	479	76	...
Lebanon, Ohio	3	5	27	38	...	...	...	...	...	1	...	...	...	...	...	...
Lebanon, Ky.	3	5	52	140	1	...	...	...	...	1	...	...	...	...	338	76
Lebanon, Pa.	2	2	354	703	13	...	...	...	...	3	...	...	...	...	88	54

TABLE G₂.—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 sacks.					Against railway postal clerks.	Against post-offices.		
					No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.				
Le Mars, Iowa	2	6	100	231	3					1	2								
Lewiston, Me	2	1	73	119	1													9	117
Lexington, Ky	2	5	195	274						4	1							84	101
Lexington, Va	3	3	143	210														52	101
Liberty, Va	3	3	36	84														444	143
Lima, Ohio	2	5	123	259	11	1				3	1							300	70
Lincoln, Ill	2	6	10	52						4									
Lincoln, Nebr	1	6	645	1,514	25		5			13								301	94
Little Falls, N. Y	2	12	111	191	1		1											65	5
Little Rock, Ark	2	7	630	1,255	10	2	6			3	2	2	1					144	26
Livingston, Mont	3	8	8	8	1														
Lock Haven, Pa	2	2	56	74	1	1												105	22
Lockland, Ohio	4	5	2	12														17	5
Lockport, N. Y	2	2	152	300	7					1								45	55
Logansport, Ind	2	5	37	67	2		1											219	38
London, Ohio	3	5	5	9															
Los Angeles, Cal	1	8	724	948	2	1	1			2									
Louisville, Ky	1	5	3,540	7,238	137	8	1			4	19	6			14			1,549	35
Lowell, Mass	1	1	133	243	4													1	39
Ludington, Mich	3	9	8	20						2	2								
Lynchburg, Va	2	3	572	978	3	2				2								421	84
Iyun, Mass	1	1	122	395			1			3								273	347
McKeesport, Pa	2	2	14	18														63	41
Macon, Ga	2	4	656	893	27		1	1		1	6							690	47
Madison, Ind	2	5	76	143						4								37	7
Madison, Wis	2	6	140	310						1					1				21
Malden, Mass	2	1	37	60														11	1
Manchester, N. H.	2	1	74	189	3	1									2			162	198
Manistee, Mich	2	9	53	79						1								8	1
Mankato, Minn	2	6	25	31		1				1	2								
Mansfield, Ohio	2	5	85	240	1													22	
Marietta, Ohio	2	5	128	188		1				2					1			224	2
Marlborough, Mass	2	1	60	179	1	1												255	379
Marquette, Mich	2	6	17	25		1												373	6
Marshall, Mich	2	9	17	22														11	
Marshalltown, Iowa	2	6	83	117	2	2				3								223	65
Martinez, Cal	3	8	22	34	1													31	25
Martinsburgh, W. Va	3	3	17	73															
Marysville, Cal	2	8	62	85	6														
Mattoon, Ill	2	6	79	180	1														
Mayfield, Ky	3	5	6	9															
Maysville, Ky	2	5	81	108							1								
Meadville, Pa	2	2	47	122	1						1				2			60	109
Medina, Ohio	3	5	50	90	1													158	44
Memphis, Tenn	1	5	705	1,275	7	4	2			2	3	5			5				
Merced, Cal	3	8	43	98	1		4											43	6
Meriden, Conn	2	1	197	489	4		1			1								320	369
Meridian, Miss	2	4	89	122	8		2				1							379	214
Middletown, Conn	2	1	47	93	1						2							3	
Middletown, N. Y	2	2	52	70	1													1	45
Middletown, Ohio	2	5	89	163						6	1				1			328	84
Miles City, Mont	3	8	14	29	1														
Milwaukee, Wis	1	6	2,283	3,614	12	2					34				3				
Minneapolis, Minn	1	6	1,917	4,448	42	5	1			1	31	1			5				
Missoula, Mont	3	8	23	25															
Mitchell, Dak	2	0	18	21														2	30
Mitchell, Ind	3	5	9	22	1						2								
Moberly, Mo	2	7	8	7	3													5	10
Mobile, Ala	2	4	575	1,093	18						6	1			1			330	106
Modesto, Cal	3	6	57	149						1								52	24
Moline, Ill	2	6	45	117														50	7
Monmouth, Ill	2	6	17	25	2						1							21	11
Monroe, Mich	3	9	54	72														480	216
Monterey, Cal	3	8	34	59	4													86	40
Montgomery, Ala	2	4	452	659	5		20			4					2			522	63
Montpelier, Vt	2	1	24	47											3			100	58
Morgantown, W. Va	3	3	1	1															

TABLE G^a.—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 registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Morristown, N. J.	2	2	19	46	1										41	28
Moundville, W. Va.	3	3	6	17					5							
Mount Sterling, Ky.	3	5	11	19					1	4					4	
Mount Vernon, Ind.	3	5	3	6												
Mount Vernon, N. Y.	2	2	27	28												
Mount Vernon, Ohio	2	5	34	77										1	101	670
Muncie, Ind.	3	5	175	252					2	2						
Muscataine, Iowa	2	6	177	345					1	1				1	125	30
Muskegon, Mich.	2	9	55	76	4				2	2					317	80
Napa City, Cal.	2	8	9	13					2	2					15	36
Nashua, N. H.	2	1	13	16	1		2								25	12
Nashville, Tenn.	1	5	4,500	8,206	64	1		3	3	12	5			8	348	57
Natchez, Miss.	2	4	41	66					1	1					92	57
National Stock Yards, Ill.	2	6	293	921					1	1	1					
Nebraska City, Nebr.	2	6	63	191	6				1	1					149	25
Nevada City, Cal.	3	8	124	278											233	197
New Albany, Ind.	1	2	129	243	1	4			5	2					101	35
Newark, N. J.	1	2	1,841	2,928	29	1			14	2				4	504	322
Newark, N. Y.	2	2	63	134			1		3	2					139	51
Newark, Ohio	2	2	226	465	3										115	61
New Bedford, Mass.	1	1	220	568	1				18	1					374	695
New Bern, N. C.	3	3	37	49					1	1					221	107
New Britain, Conn.	2	1	42	86											14	4
New Brunswick, N. J.	2	2	92	163	4	1			6						34	132
Newburgh, N. Y.	2	2	23	23	1										197	325
Newburyport, Mass.	1	1	20	36	8				4	2					20	52
New Castle, Ind.	3	5	16	40											145	16
New Castle, Pa.	2	2	64	100	1										92	15
New Harmony, Ind.	4	5	5	44			2	1								
New Haven, Conn.	1	1	581	1,189	23	2	1		4	1				5	19	56
New London, Conn.	2	1	21	31											9	43
New Orleans, La.	1	4	4,420	7,712	10	1	1		3	29				8	686	393
Newport, R. I.	2	1	95	133	6										83	90
Newport, Ky.	2	5	244	354	15				2	2					97	26
Newport News, Va.	4	3	48	97	3										3	
New Richmond, Ohio	3	5		1											50	16
New Ross, Ind.	4	5	1	1											60	14
Newton, Kans.	2	7	94	128	1	1									67	6
Newton, Mass.	2	1	53	100					2						61	24
New York, N. Y.	1	2	60,937	138,817	287	1	1		7	263	6			70	9,178	62
Niles, Mich.	3	9	16	30												
Norfolk, Va.	1	3	474	614	19	1			1	2				1,139	671	
Norristown, Pa.	2	2	4	6											7	
North Adams, Mass.	2	1	81	202	4				1	2					26	23
Northampton, Mass.	2	1	17	39					1						23	14
North Manchester, Ind.	3	5	55	382											112	1
Norwalk, Conn.	2	1	6	6	1				1						45	7
Norwalk, Ohio	2	5	70	107					1					1,218	326	
Norwich, Conn.	2	1	14	29											14	14
North Yakima, Wash.	3	8	86	111											55	3
Notre Dame, Ind.	3	5	23	63					1							
Oakland, Cal.	1	8	318	462	3	1			1						89	56
Ogden City, Utah	2	8	155	295					1						48	
Ogdensburgh, N. Y.	2	2	49	68												7
Oil City, Pa.	2	2	40	63	2	1									26	13
Olean, N. Y.	1	2	40	88					1						43	27
Olympia, Wash.	3	8	40	58			5								249	38
Omaha, Nebr.	1	6	1,743	3,098	18	1			1	12	3			14	649	709
Oneida, N. Y.	2	2	67	81											117	56
Oneonta, N. Y.	2	2	65	82											72	46
Orange, N. J.	2	2	24	37	7				2						13	78
Oregon City, Oreg.	3	8	33	51										1	125	16
Orlando, Fla.	2	4	39	70											322	30
Oroville, Cal.	3	8	10	29											36	4
Oshkosh, Wis.	2	6	48	61		2			1						15	3
Oskaloosa, Iowa	2	6	80	203	2				2							
Oswego, N. Y.	1	2	101	177					2						25	13
Ottawa, Ill.	2	6	34	75											258	15

TABLE Gs.—Statement of errors in the distribution and forwarding of mails, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect allops returned.	No. of errors on incorrect allops.	Missent.						Misdirected.				Errors checked—		
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Ottawa, Kans.....	2	7	110	154	..	..	..	..	..	1	..	..	..	..	..	447	53
Ottumwa, Iowa.....	2	6	218	521	13	1	..	..	..	6	..	..	..	..	..	..	..
Owego, N. Y.....	2	5	25	53	..	..	1	..	..	..	..	..	..	..	..	31	9
Owensborough, Ky.....	2	5	37	50	..	..	..	..	..	..	..	..	..	..	..	140	4
Oxford, N. C.....	2	5	12	14	..	..	..	..	..	..	..	..	..	..	..	..	..
Palmer, Ky.....	2	5	123	201	1	..	..	..	..	2	2	..	..	..	..	537	76
Painesville, Ohio.....	2	5	209	457	1	..	..	..	..	..	..	..	..	..	1, 1, 144	140	..
Palatka, Fla.....	2	4	194	270	1	..	1	..	..	1	..	..	..	..	..	544	58
Palestine, Tex.....	2	7	9	13	..	..	..	..	..	..	..	..	..	..	..	253	56
Park City, Utah.....	2	8	26	41	2	..	..	..	..	1	1	..	..	..	..	18	9
Paris, Ky.....	2	5	17	26	..	2	..	..	..	..	..	..	..	..	..	10	..
Parkersburgh, W. Va.....	2	3	119	177	2	..	..	..	..	1	1	..	..	..	..	351	177
Parsons, Kans.....	2	7	50	62	..	..	..	..	..	..	..	..	..	..	..	362	99
Pasadena, Cal.....	2	8	130	216	..	..	5	..	..	2	..	..	..	..	..	263	64
Paterson, N. J.....	2	2	36	62	2	..	..	..	..	..	..	..	..	..	..	29	125
Pawtucket, R. I.....	2	1	34	132	..	..	..	..	..	3	2	..	..	..	..	37	28
Peekskill, N. Y.....	2	2	9	10	2	..	..	..	..	..	..	..	..	..	..	1	1
Pendleton, Oreg.....	2	8	136	199	3	2	1	..	..	1	..	..	..	..	..	287	44
Pensacola, Fla.....	2	4	700	1,144	19	1	1	..	..	1	1	..	2	..	..	1, 1, 146	513
Peoria, Ill.....	1	6	620	1,222	18	1	1	..	..	5	1	..	..	..	1	3,244	328
Petu, Ind.....	2	5	18	40	..	..	..	..	..	1	1	..	..	..	..	..	..
Petersburgh, Va.....	2	3	127	201	2	..	..	..	..	1	..	..	..	..	..	..	3
Petoskey, Mich.....	2	9	17	25	1	..	..	..	..	..	..	..	..	..	..	..	..
Philadelphia, Pa.....	2	10, 593	24,727	275	16	1	..	..	..	11	78	6	..	..	95	179	47
Piedmont, W. Va.....	2	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Piqua, Ohio.....	2	3	96	206	2	..	..	..	..	1	1	1	..	..	..	259	96
Pittsburgh, Pa.....	1	1	3,866	6,142	88	1	1	..	..	2	16	1	..	..	8	9, 141	3,684
Pittsfield, Mass.....	2	1	242	511	11	..	..	..	..	..	..	..	..	..	..	305	515
Pittston, Pa.....	2	2	31	55	..	1	..	..	..	..	..	..	..	..	..	1	21
Placerville, Cal.....	2	8	19	48	..	..	..	..	..	..	..	..	..	..	..	111	60
Plainfield, N. J.....	2	2	15	21	2	..	..	..	..	..	..	..	..	..	..	72	164
Plattsburgh, N. Y.....	2	2	78	104	2	..	..	..	..	1	1	..	..	..	..	94	30
Plymouth, Mass.....	2	1	24	27	..	..	..	..	..	..	..	..	..	..	..	256	267
Pomona, Cal.....	2	8	10	12	..	..	..	..	..	..	..	..	..	..	..	5	4
Pontiac, Mich.....	2	9	46	70	..	..	..	..	..	..	..	..	..	..	..	78	67
Port Deposit, Md.....	2	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Port Huron, Mich.....	2	9	88	216	1	..	..	..	..	..	..	..	..	..	..	30	18
Port Jervis, N. Y.....	2	2	11	30	..	..	..	..	..	..	..	..	..	..	..	24	52
Portland, Ind.....	2	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Portland, Me.....	1	1	979	1,500	17	1	..	..	..	6	3	..	..	..	1	507	1,131
Portland, Oreg.....	1	8	433	546	6	..	1	..	..	1	1	..	..	..	..	67	163
Portsmouth, N. H.....	2	1	32	41	..	..	..	..	..	..	..	..	..	..	..	47	126
Portsmouth, Ohio.....	2	5	119	180	..	1	..	..	..	..	..	..	..	..	..	122	27
Portsmouth, Va.....	2	3	39	94	..	..	..	..	..	..	..	..	..	..	..	159	58
Port Townsend, Wash.....	2	8	44	48	2	..	..	..	..	..	..	..	..	..	..	49	11
Pottsville, Pa.....	2	2	6	10	1	..	..	..	..	..	..	..	..	..	..	6	17
Poughkeepsie, N. Y.....	2	2	285	458	..	..	..	..	..	3	..	..	..	..	..	212	33
Princeton, Ind.....	2	5	12	27	..	..	..	..	..	..	..	..	..	..	..	..	..
Providence, R. I.....	1	1	663	1,122	27	..	..	..	..	10	4	..	..	..	2	9	142
Pueblo, Colo.....	2	7	454	934	10	..	17	..	..	..	2	..	..	..	..	852	66
Pulaski, Tenn.....	2	5	55	75	1	..	..	..	..	..	..	..	..	..	..	164	96
Quincy, Ill.....	1	6	504	860	21	2	..	..	..	12	1	..	..	..	1	298	8
Racine, Wis.....	2	6	106	293	..	..	..	..	..	..	..	..	..	..	2	317	96
Rahway, N. J.....	2	2	24	28	..	1	..	..	..	1	..	..	..	..	1	13	13
Raleigh, N. C.....	2	3	293	471	1	..	..	..	..	..	2	..	..	..	..	136	44
Ravenna, Ohio.....	2	5	24	42	1	..	..	..	..	2	1	..	..	..	..	..	..
Reading, Pa.....	1	2	127	191	11	..	..	..	..	4	..	..	..	..	1	16	22
Red Bluff, Cal.....	2	8	3	3	..	..	..	..	..	..	..	..	..	..	..	..	..
Redding, Cal.....	2	8	9	13	..	..	..	..	..	..	..	..	..	..	..	..	..
Red Wing, Minn.....	2	6	59	120	2	..	..	..	..	1	..	..	..	..	..	..	..
Reidsville, N. C.....	2	3	167	250	1	..	..	..	..	..	..	..	..	..	..	602	121
Reno, Nev.....	2	8	41	73	3	2	..	..	..	1	..	..	..	..	..	30	..
Rensselaer, Ind.....	2	3	51	177	..	..	..	..	..	1	1	..	..	..	..	112	66
Reynolds, Ind.....	2	5	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..
Richmond, Ind.....	2	5	211	353	9	1	..	..	..	1	..	..	..	..	..	137	7
Richmond, Va.....	1	3	1,121	2,574	40	12	..	..	..	8	8	..	..	..	5	372	263
Rising Sun, Ind.....	2	5	28	45	..	..	..	..	..	1	..	..	..	..	..	150	11
Riverside, Cal.....	2	8	18	48	..	..	..	..	..	..	..	..	..	..	..	..	..

TABLE G^a.—Statement of errors in the distribution and forwarding of mails, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	Missent.					Misdirected.					Errors checked—		
				No. of errors on incorrect slips.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Roanoke, Va	12	3	154	466	1					3						
Rochester, Minn.	6	6	24	35											118	3
Rochester, N. Y.	12	3,760	8,959	41	4			1	57	2				4	3,283	181
Rockford, Ill.	6	6	475	726					6					1	1,311	238
Rock Island, Ill.	1	1	295	601	8				9					1	234	
Rockland, Mo.	1	1	52	97											45	57
Rome, Ga.	4	4	450	744	7		1		3						285	36
Rome, N. Y.	12	1	71	127											19	6
Rondout, N. Y.	12	1	18	21	1		1								36	145
Roseburg, Ore.	6	6	62	141	1										16	4
Rushville, Ind.	3	3	101	116	1	2	1								652	170
Russellville, Ky.	12	1	6	14	2											
Rutland, Vt.	1	1	137	267	4				2	2					203	309
Sacramento, Cal.	1	9	208	244	3				2						99	71
Saginaw, Mich.	1	8	34	53	1	2				1					5	1
Saint Albans, Vt.	1	1	8	8	1											26
Saint Clairsville, Ohio	3	3	1	2	1										2	
Saint Helena, Cal.	3	8	6	8												
Saint Johnsbury, Vt.	1	1	11	26	8	2				1					6	2
Saint Joseph, Mo.	1	7	1,764	4,417	18	2	2	10			1				255	194
Saint Louis, Mo.	1	7	8,115	15,203	20	1		3	24					6	2,314	
Saint Paul, Minn.	1	6	2,208	5,562	103	3		13	42	8			14	16	41	
Salem, Mass.	1	1	247	364	12	1	2		3						97	538
Salem, N. C.	3	3	18	31											189	54
Salem, Ohio	3	5	87	190	1			2	2						81	
Salem, Ore.	3	8	64	78	1										57	7
Salem, Va.	3	3	4	4				1								
Salina, Kans.	7	7	66	79	3		1	1	1						38	28
Salisbury, N. C.	3	3	51	74	1										9	
Salt Lake City, Utah	8	8	254	355	2			4							81	225
San Antonio, Tex.	7	7	232	519	1	3		1	2						346	45
San Bernardino, Cal.	3	3	37	80					1							
San Buenaventura, Cal.	3	3	13	24												
San Diego, Cal.	8	8	387	385											365	10
Sandusky, Ohio.	12	5	163	418	1			1	7	3						
San Francisco, Cal.	1	8	6,520	10,437	64	3	2	6	32	7			11	891	178	
San José, Cal.	8	8	53	99	1										131	20
San Luis Obispo, Cal.	8	8	21	30	3		1								88	42
San Rafael, Cal.	3	3	22	25	1										12	
Santa Barbara, Cal.	3	3	37	54	4		1			2					18	4
Saratoga Springs, N. Y.	12	2	205	492	7	1	1		6				1	210	251	
Savannah, Ga.	1	4	2,028	3,417	52	7	10	2	4	2	19	2		464	440	
Schenectady, N. Y.	2	2	38	50											8	11
Scio, Ohio	4	5	1	1											14	3
Scranton, Pa.	12	2	360	690	4				2	1					156	29
Seattle, Wash.	8	8	214	277	2			1							207	66
Sedalia, Mo.	12	7	324	504	6	3			4				1	4	4	
Seima, Ala.	3	4	560	1,035	4				1					1,627	670	
Seneca Falls, N. Y.	2	2	75	178					1				1	32	1	
Sherman, Tex.	7	7	243	791	3				1						22	2
Shelbyville, Tenn.	5	5	197	437	1										456	132
Shreveport, La.	12	4	332	1,175	7	1	2		1	1	1				239	45
Sidney, Ohio	5	8	81	162	11					2					65	7
Sing Sing, N. Y.	2	2	45	61											13	
Sioux City, Iowa	6	6	705	2,051	16	2			6				5	21		
Sioux Falls, Dak.	6	6	75	231	3		1		2				1	44	22	
South Bend, Ind.	5	5	107	314					3							
South Norwalk, Conn.	1	1	7	8												
Spokane Falls, Wash.	3	3	268	381	1				3						26	7
Sprague, Wash.	8	8	4	4												
Springfield, Ill.	12	6	273	771	3	1	3		2	3	1		1			
Springfield, Mass.	1	1	108	226	11		4		2	4				1	102	37
Springfield, Mo.	1	7	713	1,489	13	1	18		1	1				4	1,267	129
Springfield, Ohio	1	5	313	920	2				7	2			6	649	344	
Stamford, Conn.	1	1	24	78			1								11	16
Stateville, N. C.	3	3	116	352											737	99
Staunton, Va.	3	3	657	1,638	10	1			2	2					385	86
Sterling, Ill.	6	7		8	3										20	7

TABLE Gs.—Statement of errors in the distribution and forwarding of mails, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	Missent.						Misdirected.				Errors checked—			
				No. of errors on incorrect slips.						No. of errors on incorrect sacks.				Against railway postal clerks.	Against post-offices.		
				No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.			No. of inner registered sacks.	No. of sacks.
Stuebenville, Ohio	5	5	114	183	1						2					93	
Stillwater, Minn.	6	6	181	285	1						1					11	5
Stockton, Cal.	8	8	47	58												18	14
Streator, Ill.	6	6	9	65							5					42	27
Suffolk, Va.	3	3	126	238							1					125	73
Sullivan, Ind.	5	5	23	51													
Syracuse, N. Y.	5	5	686	986	2	3					7					51	292
Tacoma, Wash.	3	3	157	213												131	43
Tarboro'gh, N. C.	3	3	38	48								3				25	40
Taunton, Mass.	1	1	50	58		1					1					32	26
Terre Haute, Ind.	5	5	419	814	16	3	1				5	1				1,887	136
The Dalles, Oreg.	3	3	37	67	2	3	1				2					18	
Tiffin, Ohio	4	4	44	74	1						4						
Titusville, Pa.	1	1	111	148	8	1					3	1				300	165
Toledo, Ohio	1	1	756	1,337	5	2					3					78	21
Topeka, Kans.	1	1	1,825	3,589	7	1					10					4,553	1,861
Towanda, Pa.	1	1	26	35	1						1					94	5
Traverse City, Mich.	9	9	59	92												159	37
Trenton, N. J.	1	1	297	538	2						3	1				11	5
Troy, N. Y.	1	1	850	1,064	74	2	1				12					106	
Troy, Ohio	5	5	55	105	6	1					1					240	90
Truckee, Cal.	8	8	8	9													
Tucson, Ariz.	3	3	101	187	1						4					147	16
Tulare, Cal.	8	8	9	22	1												
University of Virginia, Va.	3	3	13	30												200	57
Union Depot, Tenn.	4	4	4	7													
Upper Sandusky, Ohio	5	5	47	122													
Urbana, Ohio	1	1	47	86												106	11
Utica, N. Y.	1	1	174	237							3					280	513
Vacaville, Cal.	3	3	52	68												56	30
Vallejo, Cal.	8	8	28	32							1					43	23
Valparaiso, Ind.	5	5	58	87													
Vancouver, Wash.	3	3	142	212							1					131	17
Vicksburg, Miss.	4	4	78	280	1	1					4	1				226	97
Vincennes, Ind.	5	5	184	350	19	1	6				2					292	69
Visalia, Cal.	8	8	19	26												23	
Virginia City, Nev.	8	8	48	73													
Wabash, Ind.	5	5	25	38			1									1	
Waco, Tex.	7	7	100	174	1		1				2	3				362	24
Wakefield, Mass.	1	1	6	6							3						
Walla Walla, Wash.	8	8	83	111							2					15	9
Waltham, Mass.	1	1	38	49	2						1					17	
Warren, Ohio	5	5	9	18												2	
Warren, Pa.	3	3	24	65			1									8	35
Warrenton, Va.	3	3	19	19												18	11
Washington, D. C.	1	1	6,855	10,279	109	1					1	48	7			9,186	1,368
Washington, Ind.	3	3	123	249	15											524	46
Washington, N. J.	2	2	116	445	1						5					110	91
Washington, N. C.	3	3	34	55												97	48
Washington, Pa.	1	1	141	320							3	3				170	58
Waterbury, Conn.	1	1	226	343	3						3					592	617
Watertown, N. Y.	2	2	277	554	1						5	1				35	79
Waterloo, Iowa	6	6	197	526	25		1				2					293	69
Waterloo, Tenn.	4	4	5								1						
Waterville, Me.	1	1	2	2												4	31
Waukesha, Wis.	6	6	120	193	2						1						
Waverly, N. Y.	2	2	7	10													8
Wellington, Kans.	7	7	72	102												81	40
Wellsburg, W. Va.	3	3	14	21												7	4
West Bay City, Mich.	9	9	3	14													
West Chester, Pa.	2	2	40	118	2											74	15
Westerly, R. I.	1	1	2	3												31	
Westerville, Ohio	5	5	24	71													
Westfield, Mass.	1	1	67	130	9						1					204	99
West Gardner, Mass.	1	1															
West La Fayette, Ohio	4	4	5	2	2												
West New Brighton, N. Y.	2	2														55	282
Weston, W. Va.	3	3	7	14												36	71

TABLE Gs.—Statement of errors in the distribution and forwarding of mails, &c.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	Missent.						Misdirected.						Errors checked—		
				No. of errors on incorrect slips.						No. of letter packages.						Against railway postal clerks.		Against post-offices.
				No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	
Wheeling, W. Va.	12	3	332	734	10	2	...	1	4	2	...	...	...	...	3,990	637
Wichita, Kans.	12	7	476	811	4	3	...	...	...	4	...	...	...	...	107	62
Wilkes Barre, Pa.	12	12	40	55	...	1	...	...	...	1	...	...	...	...	15	14
Williamsport, Pa.	12	12	177	265	...	1	...	...	...	2	...	...	...	...	135	79
Willimantic, Conn.	12	1	5	30	...	...	...	...	...	...	...	...	...	...	...	...
Wilmington, Del.	12	12	546	729	24	...	...	...	...	5	1	...	...	...	94	57
Wilmington, N. C.	12	3	338	606	1	1	...	...	...	...	...	...	...	1	191	57
Wilmington, Ohio	12	5	1	5	...	...	...	...	...	...	...	...	...	...	15	...
Wilson, N. C.	12	3	64	79	7	...	...	...	...	...	...	...	...	...	98	24
Winchester, Va.	12	3	49	100	...	...	...	...	...	...	...	...	...	...	30	23
Winfield, Kans.	12	7	127	187	...	...	...	...	...	2	...	...	...	...	000	243
Winnemucca, Nev.	12	8	7	8	...	...	...	...	...	...	...	...	...	...	...	...
Winona, Minn.	12	6	135	230	1	1	...	...	...	1	3	...	...	1	11	...
Winston, N. C.	12	3	106	221	...	1	...	...	...	...	...	...	...	...	374	181
Woodland, Cal.	12	8	191	285	4	...	...	...	...	4	...	...	...	...	207	98
Woodstock, Va.	12	3	90	189	...	...	...	...	...	...	...	...	...	...	246	78
Woonsocket, R. I.	12	1	15	66	...	...	...	...	...	1	...	...	...	...	1	49
Worcester, Mass.	12	1	483	753	9	5	4	...	...	5	1	...	...	...	101	249
Worthington, Ind.	12	5	1	2	1	...	...	...	...	1	...	...	...	...	...	...
Wyandotte, Kans.	12	7	632	1,340	3	...	...	...	...	1	2	...	...	...	618	227
Wytheville, Va.	12	3	6	15	...	...	...	...	...	...	...	...	...	...	...	...
Xenia, Ohio	12	5	83	161	2	...	...	...	...	2	...	...	...	...	109	4
Yankton, Dak.	12	6	88	170	2	...	...	...	...	2	...	...	...	...	136	175
Yonkers, N. Y.	12	12	6	7	...	...	...	...	...	...	...	...	...	...	277	90
York, Pa.	12	12	127	179	3	...	...	...	...	...	...	...	3	...	147	24
Youngstown, Ohio.	12	5	169	280	7	2	...	...	...	2	...	...	...	...	...	...
Ypsilanti, Mich.	12	9	16	24	...	...	...	...	...	...	...	...	...	...	580	542
Zanesville, Ohio	12	5	462	1,021	7	2	1	...	...	10	...	...	...	...	5	6,249
All other offices	...	...	3,139	7,762	146	12	43	...	...	1	83	40	...	...	13	20,627
Do.	...	...	1,265	23,769	248	152	98	...	...	4	199	65	1	...	...	10,596
Do.	...	...	1,539	4,094	8	2	...	...	...	3	...	...	...	2	...	...
Do.	...	3-4	4,254	8,130	48	1	3	2	...	15	3	...	...	...	...	...
Do.	...	...	2,540	4,542	93	39	52	2	...	4	26	11	...	...	1,509	531
Do.	...	...	8,949	20,676	469	47	97	...	...	4	160	104	...	...	14	...
Do.	...	...	7,10,036	20,322	352	82	175	...	...	5	13	92	116	...	5	6
Do.	...	...	2,540	4,542	93	39	52	2	...	4	26	11	...	...	3	8,427
Do.	...	...	1,546	3,155	35	36	15	...	...	22	12	...	...	4	1,500	531
Do.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,633	353

TABLE G^a.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

RECAPITULATION.

Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
			Letter packages.	Pouches.	Register of packages.	Register of pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Register of packages.	Register of pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against postmen.
First	22,791	43,540	633	41	77	1	2	10	281	87	.....	.....	63	14,362	16,479
Second	111,969	239,983	1,451	204	125	2	2	34	831	157	1	.....	220	57,074	26,342
Third	20,329	37,190	344	35	3	.....	.....	19	105	37	.....	.....	25	27,103	8,065
Fourth	24,274	45,515	376	23	85	12	4	17	154	21	.....	.....	36	13,488	5,302
Fifth	36,738	63,453	839	74	112	5	1	31	482	107	.....	.....	92	41,531	13,480
Sixth	55,068	104,484	1,455	85	118	.....	.....	31	525	146	.....	.....	85	24,774	5,973
Seventh	47,140	93,680	1,136	127	250	2	17	35	339	155	.....	5	7	56,919	18,524
Eighth	15,812	24,810	233	52	75	5	.....	14	100	22	.....	.....	27	7,474	2,482
Ninth	7,591	13,379	100	43	22	.....	.....	3	71	22	.....	.....	12	6,202	1,187
Total	341,712	669,034	6,027	684	874	27	26	194	2,888	754	1	7	7	621	248,947	97,814
Total as per report for fiscal year ended June 30, 1886	260,326	522,014	4,611	558	712	.....	.....	236	2,072	470	.....	.....	484	175,311	64,636
Increase	72,386	147,020	2,016	126	162	27	26	42	816	284	1	7	7	137	73,636	33,178

* Decrease.

TABLE H^b.—Statement of case examinations of permanent railway postal clerks for the fiscal year ended June 30, 1887.

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	841	511,950	505,877	5,968	105	98.81	100.00	89.45
Second	1,367	1,741,445	1,238,518	137,552	365,375	71.10	100.00	1.79
Third	340	429,862	373,690	24,319	31,853	86.93	99.80	11.62
Fourth	419	206,099	194,788	8,211	3,100	94.51	100.00	32.17
Fifth	921	958,499	912,477	42,740	3,282	95.20	100.00	8.49
Sixth	698	865,522	911,523	19,066	34,993	94.40	100.00	12.96
Seventh	1,077	701,004	657,179	26,431	7,394	93.74	100.00	20.26
Eighth	431	222,649	208,197	10,637	3,815	93.50	100.00	72.64
Ninth	483	780,620	700,927	52,376	27,317	89.79	100.00	1.34
Total	6,577	6,517,650	5,703,176	337,240	477,234	87.54	100.00	1.34
Total as per report for the fiscal year ended June 30, 1886	5,962	6,572,130	5,364,972	329,953	877,205	81.01	100.00	4.48
Increase	615	*54,480	338,204	7,287	*399,971	5.89	.....	.....

* Decrease.

TABLE I.—Statement of case examinations of railway postal clerks during probation for the fiscal year ended June 30, 1887.

Division.	Probationary appointees.	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.	Percent. 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 required for permanent appointment.
First.....	73	165	100,458	92,160	7,590	708	91.74	73	91.66	12	16.44	.....	100.00	74.62	90.00
Second.....	234	795	473,977	293,021	42,279	138,677	61.82	53	69.80	76	32.47	45.23	99.12	3.81	90.00
Third.....	66	232	233,445	171,045	23,122	37,278	73.20	49	78.38	27	40.90	57.26	99.34	5.10	90.00
Fourth.....	128	258	103,140	143,160	17,594	2,386	87.75	45	93.08	21	16.40	65.27	100.00	18.03	90.00
Fifth.....	271	1,074	887,459	825,753	54,223	9,453	92.82	106	94.34	61	7.75	79.84	100.00	1.42	90.00
Sixth.....	291	743	860,117	676,912	123,604	59,601	78.69	172	82.52	59	28.12	40.33	100.00	0.02	90.00
Seventh.....	229	751	551,053	453,308	59,875	37,780	82.27	134	87.27	52	22.70	61.54	100.00	3.45	90.00
Eighth.....	82	87	51,878	43,808	5,017	3,053	84.44	16	87.71	7	45.71	81.65	100.00	14.66	90.00
Ninth.....	125	377	309,331	246,853	31,751	30,828	79.83	34	84.04	26	20.80	66.73	99.50	5.87	90.00
Total.....	1,449	4,482	3,630,558	2,944,239	367,055	319,564	81.09	774	85.34	341	23.53	62.23	100.00	0.02	90.00
Total as per report for the fiscal year ended June 30, 1886.....	1,516	5,113	4,032,678	3,093,311	412,358	527,009	76.70	800	82.68	429	28.29	63.95	100.00	0.03	90.00
Decrease.....	67	631	404,820	149,072	45,303	207,445	*4.39	112	*2.66	88	3.76	1.73	.....	.01	.....

TABLE K^x.—Statement of new service established and service extended during the fiscal year ended June 30, 1887.

FIRST DIVISION.

New service.	Corporate title of company.	Distances.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
North Conway, N. H., to Boston, Mass.....	Boat and Maine	<i>Miles.</i> 57.23	.....	Oct. 1, 1886	Extension of North Conway and Portsmouth R. P. O. to Boston, Mass.
South Acton to Hudson, Mass.....	Fitchburg	3.88	Oct. 25, 1886	.....	Extension of route 302A.
Saint Albans, Vt., to Troy, N. Y.....	Benn. and Rutland, Fitchburg	32.22	.....	Dec. 17, 1887	Extension of Saint Albans and North Bennington R. P. O. to Troy, N. Y.
Hartland to Pittsfield, Me.....	Sebastiecook and Moosehead	8.53	Jan. 24, 1887	.....	Railroad service established.
New Canaan to Stamford, Conn.....	N. Y., N. H. and Hart	8.25	Feb. 21, 1887	.....	Do.
Boundary Line (n. o.), Presque Isle, Me.....	New Brunswick	39.00	(1)	Mar. 23, 1887	R. P. O. service established.
Portland to Cousins' Island, Me.....	.....	9.00	(1)	.....	Sloopboat service established from April 1 to June 30, 1887.

SECOND DIVISION.

New service.	Corporate title of company.	Distances.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Barnegat City to Barnegat City Junction (n. o.), N. J.....	Pennsylvania.....	8.94	June 3, 1887	.....	Established.
Beach Haven to Manahawkin, N. J.....	do	12.03	June 3, 1887	.....	Do.
Brishin to Goss Run Junction (n. o.), Pa.....	do	1.04	June 18, 1886	.....	Do.
Fall Brook to Bloomsburg, Pa.....	Fall Brook Coal Company	7.04	July 20, 1886	.....	Do.
Harrisville to Carthage, N. Y.....	Carthage and Adirondack	21.71	Mar. 5, 1887	.....	Do.
Hartfield to Norwood, N. Y.....	Rome, W. and Ogdensburg	13.54	Feb. 25, 1887	.....	Do.
Wirona to Mahanoy, Pa.....	Bell's Gap	16.05	Feb. 25, 1887	.....	Do.
Keating to Karthaus, Pa.....	Pennsylvania	22.17	May 25, 1887	.....	Do.
Lyon Mountain to Loon Lake, N. Y.....	Chateaugay	23.23	Feb. 25, 1887	.....	Do.
Negley to Verona, Pa.....	Allegheny Valley	6.43	Feb. 2, 1887	.....	Do.
New City to Nannet Junction, N. Y.....	New Jersey and New York	4.59	Aug. 26, 1886	.....	Do.
New York to Mariners' Harbor, N. Y.....	Staten Island Rapid Transit	9.78	June 19, 1886	.....	Do.
New York to Saint George (n. o.), N. Y.....	do	(1)	.....	.....	Do.
Nordmont to Hartley Hall, Pa.....	Williamsport and North Branch	(1)	.....	July 3, 1886	New R. P. O. service, 5.90 miles.
Silver Lake Junction (n. o.) to Silver Springs, N. Y.....	Buff. Loch. and Pittsburgh	1.14	.....	Apr. 27, 1887	New R. P. O. service, 20.53 miles.
Sonsotown to Nordmont, Pa.....	Williamsport and North Branch	4.88	Aug. 9, 1886	.....	Established.
.....	.....	.....	.....	.....	Do.
.....	.....	.....	.....	.....	Do.

Stapleton to Saint George (n. o), N. Y.	1. 53	June 19, 1886	.....	Extension of route 6068, Stapleton to Tottownville.
Turbotville to Watsontown, Pa.	6. 53	Apr. 19, 1887	.....	Established, and new R. P. O. service extending to Irons and Oil City R. P. O.
Warren, Pa., to Salamanca, N. Y.	42. 19	Dec. 21, 1886	.....

THIRD DIVISION.

Huntington, W. Va., to Ashland, Ky.	16. 00	Old.	July 22, 1886	Richmond and Huntington R. P. O. extended to Ashland, Ky.
Baltimore to Curtis Bay, Md.	9. 55	Aug. 2, 1886	.....	New service. On March 14 service was curtailed to end at Brooklyn, decreasing distance 2.55 miles.
Warren Plains to Warrenton, N. C.	3. 13	Aug. 23, 1886	.....	New service.
Waverly Station to Hlicksford, Va.	37. 22	Sept. 15, 1886	.....	Do.
Washington, Ohio, and Western Junction, Va., to Washington, D. C.	2. 83	Old.	Oct. 9, 1886	Alexandria and Round Hill R. P. O. extended to Washington, D. C.
Richmond, Va., to Wilmington, N. C.	246. 07	Old.	Nov. 1, 1886	Washington and Richmond R. P. O. extended to Wilmington, N. C., taking up and discontinuing the Richmond and Wilmington R. P. O.
Wilson to Fayetteville, N. C.	74. 02	Dec. 1, 1886	Dec. 1, 1886	New service, and Wilson and Fayetteville R. P. O. established.
Charlotte to Shelby, N. C.	56. 00	Old.	Dec. 16, 1886	Wilmington and Charlotte R. P. O. extended to Shelby, taking up and discontinuing the Charlotte and Shelby R. P. O.
Shelby to Rutherfordton, N. C.	27. 28	Feb. 16, 1886	Feb. 16, 1886	New service, and Wilmington and Shelby R. P. O. extended to Rutherfordton.
Parkersburg to Point Pleasant, W. Va.	79. 29	Mar. 7, 1887	Mar. 7, 1887	New service, and Wheeling and Parkersburg R. P. O. extended to Point Pleasant.
Mount Tabor, N. C., to Loris, S. C.	7. 00	Mar. 10, 1887	.....	New service.
Sniffl, Va., to Sunbury, N. C.	25. 00	Apr. 27, 1887	.....	Do.
Rocky Mount to Nashville, N. C.	10. 72	May 2, 1887	.....	Do.
Moncure to Pittsboro, N. C.	12. 31	May 16, 1887	.....	Do.
Williamston to Rocky Mount, N. C.	48. 00	Old.	June 16, 1887	Williamston and Rocky Mount R. P. O. established.
Piniski City to Fosters Falls, Va.	23. 95	June 20, 1887	.....	New service.
Greensborough to Wainat Cove, N. C.	29. 43	June 13, 1887	.....	Do.

FOURTH DIVISION.

Hendersonville to Asheville, N. C.	21. 52	Aug. 16, 1886	Aug. 17, 1886	
McCormick to Anderson, S. C.	59. 00	Sept. 9, 1886	Nov. 20, 1886	
Laurens to Greenville, S. C.	36. 55	Oct. 4, 1886	(Oct. 11, 1886)	
Vance's Ferry to Efflores, S. C.	10. 10	Dec. 3, 1886	(?)	No R. P. O. service.
Green Pond to Walterborough, S. C.	12. 37	Apr. 11, 1887	(?)	Do.

TABLE K₁.—Statement of new service established and service extended during the fiscal year ended June 30, 1887—Continued.
FOURTH 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.
Elizaj, Ga., to Murphy, N. C.	Marletta and North Georgia R. R.	41.27	Jan. 1, 1887	Feb. 19, 1887	
Gibson to Sandersville, Ga.	Augusta, Gibson and Sandersville, R. R.	29.69	Feb. 21, 1887	Feb. 23, 1887	
Colonia to Stilloh, Ga.	Georgia, Midland and Gulf R. R.	35.20	Feb. 26, 1887	Feb. (1)	
Macon to Monticello, Ga.	Washington and Macon R. R.	45.45	Mar. 3, 1887	June 15, 1887	1 No R. P. O. service.
Tennille to Dublin, Ga.	Wrightsville and Tennille, and Wrightsville and Dublin R. R.	35.23	Mar. (2)	Mar. 8, 1887	2 R. T. service reported last year.
Midville to Swainsborough, Ga.	Midville and Swainsborough R. R.	18.42	Apr. 16, 1887	(1)	1 No R. P. O. service.
Barrow to Cleveland, Fla.	Florida Southern Rwy.	69.13	July 1, 1886	July 26, 1886	
Panama to Massaco, Fla.	Florida Rwy. and Nav. Co.	2.07	Dec. 13, 1886	(1)	
Saint Augustine to Palatka, Fla.	St. Augustine and Palatka Rwy.	9.99	Aug. 5, 1886	(1)	Do.
Lakeland to Bartow, Fla.	South Florida R. R.	26.71	Aug. 14, 1886	(1)	Do.
Cleveland to Trarholo, Fla.	Florida Southern Rwy.	13.06	Sept. 4, 1886	Sept. 14, 1886	
Souford to Tavares, Fla.	Florida Southern Rwy.	6.17	Nov. 13, 1886	Nov. 15, 1886	
Monroe (n. o.) to Oklawaha, Fla.	Sanford and Lake Eustis R. R.	29.65	Jan. 27, 1887	(1)	Do.
Jacksonville to Pablo Beach, Fla.	Orange Belt Rwy.	32.10	Jan. 30, 1887	Mar. 17, 1887	
Palatka to Daytona, Fla.	Jacksonville and Atlantic R. R.	17.48	Jan. 30, 1887	(1)	Do.
J. T. and K. W. Jct. (n. o.) to New Smyrna, Fla.	St. John's and Halifax R. R.	54.15	Feb. 15, 1887	(1)	Do.
Woolstock to Blocton, Ala.	Blue Springs, Orange City and Atlantic R. R.	28.09	May 5, 1887	(1)	Do.
Shelby Iron Works to Junction Station (n. o.) Ala.	Calhoun Coal Mining Co.	8.67	July 1, 1886	(1)	Do.
Ada to Argus, Ala.	Shelby Iron Co.	6.00	Aug. 2, 1886	(1)	Do.
Sylvania to Salsburg, Ala.	Montgomery Southern Rwy.	12.50	Feb. 28, 1887	(1)	Do.
Yazoo City to Greenwood, Miss.	Andison and Atlantic Rwy.	7.84	Apr. 2, 1887	(1)	Do.
Holly Springs to New Albany, Miss.	Ship Land, Ripley and Ky. R. R.	11.23	Nov. 17, 1886	Nov. 27, 1886	
Wiltscock Junction (n. o.) to Glen Allan, Miss.	Illinois Central R. R.	52.65	Dec. 24, 1886	Jan. 4, 1887	
Glen Dale to Lela, Miss.	K. C. Memphis and Birmingham R. R.	33.24	Feb. 12, 1887	Feb. 14, 1887	
New Albany to Tupelo, Miss.	Louisville, New Orleans and Texas Rwy.	34.01	Feb. 14, 1887	Feb. 16, 1887	
Linton to Tishah, Miss.	Mobile and Northwestern R. R.	8.30	Apr. 4, 1887	(1)	Do.
York to Lombard, Ala.	K. C. Memphis and Birmingham	25.88	May 17, 1887	May 20, 1887	
Lela to Jonestown, Miss.	Illinois Central	14.25	Nov. 13, 1886	(1)	Do.
	Georgia Pacific Rwy.	28.80	May 27, 1887	May 31, 1887	
	Mobile and Northwestern Rwy.	10.48	May 27, 1887	May (1)	Do.

FIFTH DIVISION.

Route	40.60	Aug. 2, 1886	Aug. 2, 1886	Aug. 2, 1886	Description
Terre Haute, Washington, and Evansville, Ind.	40.60	Aug. 2, 1886	Aug. 2, 1886	Aug. 2, 1886	Washington and Evansville R. P. O. extended to Terre Haute, Ind., taking up and discontinuing Terre Haute and Worthington R. P. O., making new service between Washington and Worthington, Ind. New service. R. P. O. service re-established. New R. P. O. service. Fair Oaks and Yeddo R. P. O. extended. Previous to November 10, 1886, closed-ponch service, Marietta to Big Run, Ohio; distance 24.00 miles. November 10, 1886, route extended to Amesville, Ohio; increase 7.35 miles, and R. P. O. service established. R. P. O. service re-established. Fair Oaks and Yeddo R. P. O. extended. R. P. O. service placed on night trains. Run of clerks on night trains of this line extended to Louisville, Ky. Formerly run between Junction City, Ky., and Knoxville, Tenn. R. P. O. service established between Redfield and Columbus, Ohio, July 27, 1886; extended to Zanesville, Ohio, January 24, 1887. Dickson and Centerville extended. New R. P. O. service established between Henderson and Commercial Point, Ky.; distance 45.53 miles. May 27, 1887, extended to Marion, Ky.; increase 19.31 miles. Additional service, except Sunday. New service. Service placed on night trains. Cecil and West Manchester extended.
Adelphi to Kingston, Ohio	11.17	Aug. 19, 1886	Aug. 19, 1886	Aug. 24, 1886	
Greenup to Willard, Ky.	34.31	Sept. 7, 1886	Sept. 7, 1886	Sept. 7, 1886	
Carey to Delphos, Ohio	56.60	Sept. 15, 1886	Sept. 15, 1886	Sept. 15, 1886	
Fair Oaks to Brazil, Ind.	42.10	Nov. 10, 1886	Nov. 10, 1886	Nov. 10, 1886	
Marietta to Amesville, Ohio	31.93	Nov. 14, 1886	Nov. 14, 1886	Nov. 14, 1886	
Louisville, Ky., to Nashville, Tenn.	185.00	Dec. 1, 1886	Dec. 1, 1886	Dec. 1, 1886	
Cincinnati, Ohio, to Chattanooga, Tenn.	348.20	Dec. 6, 1886	Dec. 6, 1886	Dec. 6, 1886	
Nashville, Tenn., to Saint Louis, Mo.	318.29	Jan. 24, 1887	Jan. 24, 1887	Jan. 24, 1887	
Louisville, Ky., to Knoxville, Tenn.	94.41	Feb. 1, 1887	Feb. 1, 1887	Feb. 1, 1887	
Zanesville to Columbus, Ohio	68.22	Feb. 14, 1887	Feb. 14, 1887	Feb. 14, 1887	
Dickson to Zetna, Tenn.	9.59	Feb. 28, 1887	Feb. 28, 1887	Feb. 28, 1887	
Henderson to Marion, Ky.	64.84	Mar. 14, 1887	Mar. 14, 1887	Mar. 14, 1887	
Cincinnati, Hamilton, Ohio, to Indianapolis, Ind.	125.23	Apr. 6, 1887	Apr. 6, 1887	Apr. 6, 1887	
Clarksville, Tenn., to Nowstead, Ky.	29.70	Apr. 18, 1887	Apr. 18, 1887	Apr. 18, 1887	
Chicago, Ill., to Louisville, Ky.	322.57				
Cecil to West Alexandria, Ohio	13.07				

SIXTH DIVISION.

Route	48.83	July 5, 1886	July 5, 1886	July 5, 1886	Description
Buffalo Gap to Rapid City, Dak.	48.83	July 5, 1886	July 5, 1886	July 5, 1886	Chadron, Nebr., and Buffalo Gap, Dak. R. R. extended. Missouri Valley, Iowa, and Chadron, Nebr., R. P. O. extended. New R. R. service. New R. R. service. North Loup and Grand Island, Nebr. R. P. O. changed to omit North Loup and begin at Loup City.
Chadron, Nebr., to Rapid City, Dak.	103.00	Aug. 10, 1886	Aug. 10, 1886	Aug. 10, 1886	
Fairmont to Straug, Nebr.	17.22	Aug. 10, 1886	Aug. 10, 1886	Aug. 10, 1886	
Beals to Loup City, Nebr.	20.67				

TABLE K'.—Statement of new service established and service extended during the fiscal year ended June 30, 1887.—Continued.
SIXTH DIVISION.—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Chicago, Ill., to Schleisingsville, Wis.....	Wisconsin Central.....	<i>Miles.</i> 122.05	Aug. 25, 1886	Aug. 25, 1886	New R. R. service; Abbotsford, Wis., and Saint Paul, Minn., R. P. O. extended to begin at Minneapolis, Minn., and end at Chicago, Ill. New R. R. service.
Chadron, Nebr., to Lusk, Wyo.....	Fremont, Elkhorn and Mo. Valley.....	95.06	Sept. 1, 1886	.....	Do.
Edgingham, Ill., to Merion Station, Ind.....	Indiana and Illinois Southern.....	59.46	Sept. 1, 1886	Sept. 1, 1886	Switz City, Ind., and Edgingham, Ill., R. P. O. New R. R. service.
Switz City, Ind., to Edgingham, Ill.....	do.....	80.50	.....	.....	Do.
Hancock to Red Jacket, Mich.....	Hancock and Calumet.....	14.74	Sept. 10, 1886	.....	New R. R. service; Minneapolis, Minn., and Des Moines, Iowa, R. P. O. extended.
Junction (n. e.) to Lake Linden, Mich.....	do.....	3.23	Sept. 10, 1886	Sept. 10, 1886	Shabona and Rock Falls R. P. O. extended.
Minneapolis to Saint Paul, Minn.....	Minneapolis and St. Louis.....	11.87	Sept. 10, 1886	.....	Chadron, Nebr., and Lusk, Wyo. R. R. extended.
Rock Falls to Sterling, Ill.....	Chicago, Burlington and Quincy.....	0.63	Sept. 24, 1886	Sept. 24, 1886	Chadron, Nebr., and Douglas, Wyo., R. P. O. established.
Lusk to Douglas, Wyo.....	Fremont, Elkhorn and Mo. Valley.....	55.82	Oct. 1, 1886	Oct. 1, 1886	New R. R. service. North Loop and Saint Paul R. R. extended. Rühlander and Milwaukee R. P. O. extended.
Chadron, Nebr., to Douglas, Wyo.....	do.....	140.38	.....	.....	New R. R. service; Nebraska City and Grand Island, Nebr., R. P. O. extended.
Waverly Junction (n. o.) to Waverly, Iowa.....	Burlington, Cedar Rapids and Northern.....	6.07	Oct. 20, 1886	.....	Iowa Falls and Eldora Junction, Iowa, R. R. extended.
North Loop to Ord, Nebr.....	Omaha and Republican Valley.....	12.01	Nov. 1, 1886	.....	New R. R. service.
Ashland to Monico Junction, Wis.....	Milwaukee, Lake Shore and Western.....	130.00	Old.	Oct. 30, 1886	Do.
Grand Island to Broken Bow, Nebr.....	Grand Island and Wyoming Central.....	80.44	Nov. 18, 1886	Nov. 18, 1886	Additional R. P. O. established.
Iowa Falls to Alden, Iowa.....	Chicago, Iowa and Dakota.....	6.27	Nov. 15, 1886	.....	New R. R. service.
Winona Junction (n. o.) to LaCrosse, Wis.....	Chicago and Northwestern.....	4.35	Nov. 1, 1886	.....	Do.
Webster City to Lehigh, Iowa.....	Webster City and Southwestern.....	17.83	Nov. 25, 1886	.....	Do.
Glencoe to Hutchinson, Minn.....	Chicago, Milwaukee and St. Paul.....	14.24	Dec. 1, 1886	.....	Aberdeen and Ispawich, Dak., E. R. extended.
Ispawich to Bowdell, Dak.....	do.....	30.64	Dec. 1, 1886	.....	New R. R. service; Menominee, Mich., and Grand Bay, Wis., changed and extended.
Ply, Wis., to Iron Mountain, Mich.....	Milwaukee and Northern and Wis. and Mich.....	23.83	Dec. 1, 1886	Dec. 1, 1886	New R. R. service; Fremont and Lincoln, Nebr., R. P. O. established.
Saint Paul, Minn., to Fargo, Dak.....	Northern Pacific.....	277.10	Old.	Dec. 1, 1886	New R. R. service; Jewell and Lake City, Iowa R. P. O. extended to begin at Don Moines and end at Sioux City, Iowa.
Fremont to Lincoln, Nebr.....	Fremont, Elkhorn and Mo. Valley.....	52.97	Jan. 17, 1887	Jan. 17, 1887	.....
Mapleton to Onawa, Iowa.....	Chicago and Northwestern.....	41.09	Jan. 12, 1887	Mar. 9, 1887	.....
Onawa to Sioux City, Iowa.....	Sioux City and Pacific.....	37.02	Old.	Mar. 9, 1887	.....

Two Harbors to Duluth, Minn.	Duluth and Iron Range	27.40	Jan. 10, 1887	Tower and Two Harbors, Minn., R. R. extended.
Andover to Harlem, Dak.	Chicago, Milwaukee and St. Paul.	55.70	Jan. 17, 1887	New R. R. service.
Omaha to Ashland, Nebr.	Omaha and North Platte	31.20	Jan. 5, 1887	New R. R. service; Omaha and McCook, Nebr., R. P. O. changed to run over this line.
Hayfield, Minn., to Dubuque, Iowa.	Minnesota and Northwestern	172.83	Feb. 16, 1887	New R. R. service; Hayfield, Minn., and Dubuque, Iowa, R. P. O. established.
Scotland to Mitchell, Dak.	Chicago, Milwaukee and St. Paul.	45.40	Feb. 10, 1887	Yankton and Scotland, Dak., R. R. extended.
Yankton to Mitchell, Dak.	do	75.42	Old.	Sioux City, Iowa, and Yankton, Dak., R. P. O. extended.
Columbia to Oakes, Dak.	Chicago and Northwestern	39.30	Feb. 10, 1887	New R. R. service; Columbia, Dak., and Harlow, Iowa, R. P. O. extended.
Weeping Water to Lincoln, Nebr.	Missouri Pacific	35.11	Feb. 14, 1887	New R. R. service; Weeping Water and Lincoln, Nebr., R. P. O. established.
Scribner to Lindsay, Nebr.	Fremont, Elkhorn and Mo. Valley	64.41	Feb. 14, 1887	New R. R. service; Scribner and Lindsay, Nebr., R. P. O. established.
Tobias to Superior, Nebr.	Nebraska and Colorado	61.80	Feb. 15, 1887	DeWitt and Tobias, R. R. extended.
DeWitt to Superior, Nebr.	do	85.75	Feb. 15, 1887	DeWitt and Superior, Nebr., R. P. O. established.
Broken Bow to Merna, Nebr.	Grand Island and Wyoming Central	19.28	Feb. 16, 1887	New R. R. service.
Redfield to Faulkton, Dak.	Chicago and Northwestern	32.61	Feb. 14, 1887	Do.
Elwood to Curtis, Nebr.	Nebraska and Colorado	44.16	Feb. 21, 1887	Do.
Edgar to Holdrege, Nebr.	do	81.14	Feb. 21, 1887	Do.
Edgar to Curtis, Nebr.	do	134.30	Feb. 21, 1887	Edgar and Curtis, Nebr., R. P. O. established.
Strang to Hebron, Nebr.	Burlington and Mo. River in Nebr.	19.23	Feb. 21, 1887	Fairmont and Strang, Nebr., R. R. extended.
Fairmont to Chester, Nebr.	do	48.00	Feb. 21, 1887	Fairmont and Chester, Nebr., R. P. O. established.
Saint Cloud to Willmar, Minn.	St. Paul, Minneapolis and Manitoba	58.68	Feb. 21, 1887	Do.
Eastport, Iowa, to Nebraska City, Nebr.	Chicago, Burlington and Quincy	2.95	Feb. 28, 1887	Edgar and Strang, Nebr., R. R. extended.
Minneapolis, Minn., to Fairmount, Dak.	Minneapolis and Pacific	162.51	Mar. 7, 1887	Fairmont and Fairmount, Nebr., R. P. O. established.
Lake City to Wall Lake Junction, Iowa.	Chicago and Northwestern	14.96	Mar. 9, 1887	Do.
Aurora to Hastings, Nebr.	Burlington and Mo. River in Nebr.	29.84	Mar. 7, 1887	Do.
Tripp to Armorel, Dak.	Chicago, Milwaukee and St. Paul	30.23	Mar. 7, 1887	Do.
Osceola, Ill., to Saint Paul, Minn.	Chicago Burlington and Northern	\$33.88	Mar. 7, 1887	Do.
Savanna, Ill., to Saint Paul, Minn.	do	246.00	Mar. 19, 1887	Jewell and Lake City, Iowa, R. P. O. extended.
Ellsworth, Minn., to Sioux Falls, Dak.	Burlington, Cedar Rapids and Northern	42.10	Mar. 14, 1887	Saint Paul, Minn., and Savanna, Ill., R. P. O. established.
Greenfield to Berne, Ill.	Litchfield, Carrollton and Western	29.07	Mar. 21, 1887	New R. R. service.
Litchfield to Kampeville, Ill.	do	58.68	Mar. 21, 1887	Do.
Ord to Grand Island, Nebr.	Omaha and Republican Valley	61.40	Old.	Litchfield and Kampeville, Ill., R. P. O. established.
Minneapolis to Saint Paul, Minn.	Minneapolis and St. Louis	11.93	Old.	Ord and Grand Island, Nebr., R. P. O. established.
Egan to Sioux Falls, Dak.	Chicago, Milwaukee and St. Paul	34.20	Old.	Minneapolis, Minn., and Waretown, Dak., R. P. O. extended.
Savanna to Fulton, Ill.	Chicago, Burlington and Northern	18.50	Mar. 29, 1887	Sioux Falls, Dak., and Sioux City, Iowa, R. P. O. extended.
Galesburg to Rio, Ill.	Chicago, Burlington and Quincy	12.60	Mar. 29, 1887	New R. R. service.
Elk River to Milaca, Minn.	St. Paul, Minneapolis and Manitoba	33.13	Apr. 25, 1887	Do.
Devils Lake to Townier, Dak.	do	76.34	Apr. 25, 1887	Do.
				Devil's Lake and Townier, Dak., R. P. O. established.

TABLE K'.—Statement of new service established and service extended during the fiscal year ended June 30, 1887—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Janesville to Evansville, Wis.....	Chicago and Northwestern.....	Miles 16.75	May 2, 1887	May 2, 1887	Covered by Chicago, Ill., and Winona, Minn. R. F. O.
Saint Paul to Minneapolis, Minn.....	St. Paul, Minneapolis and Manitoba.....	10.54	Old.	Apr. 29, 1887	Saint Paul, Minn., and Savanna, Ill., R. P. O. extended.
Galeswood (n. o.) to Dunning, Ill.....	Chicago, Milwaukee and St. Paul.....	2.80	May 16, 1887	.....	New R. R. service.
Spencer to Spirit Lake, Iowa.....	.....do.....	21.99	May 16, 1887	.....	Do.
Kansas City, Mo., to Oxford, Nebr.....	Burlington and Mo. River in Nebr.....	844.08	Old.	May 13, 1887	Kansas City, Mo., and Oxford, Nebr., R. P. O. established.
Townert to Minot, Dak.....	St. Paul, Minneapolis and Manitoba.....	41.84	May 18, 1887	.....	New R. R. service.
Galena to Galena Junction, Ill.....	Chicago, Burlington and Northern.....	3.79	May 30, 1887	.....	Do.
Mason City to Fort Dodge, Iowa.....	Mason City and Fort Dodge.....	73.03	June 6, 1887	June 6, 1887	Mason City and Fort Dodge, Iowa, R. P. O. established.
Birmingham to Collett, Iowa.....	Fort Madison and Northwestern.....	3.44	May 30, 1887	.....	Fort Madison and Birmingham R. R., extended.
Tintah Junction (n. o.), Minn., to Aberdeen, Dak.....	St. Paul, Minneapolis and Manitoba.....	119.31	June 13, 1887	.....	New R. R. service.
Dexter ville to Hogan, Wis.....	Wisconsin, Pitts ville and Superior.....	15.72	June 6, 1887	.....	Do.
Hutchinson Junction (n. o.) to Hutchinson, Minn.....	St. Paul, Minneapolis and Manitoba.....	53.40	June 13, 1887	.....	Do.
V alley Junction (n. o.) to Oakes, Dak.....	Northern Pacific.....	15.21	June 20, 1887	.....	Do.
Jamestown to Oakes, Dak.....	.....do.....	74.40	.....	June 20, 1887	Jamestown and Oakes, Dak., R. P. O. established.

SEVENTH DIVISION.

Winfield to Arkansas City, Kans.....	St. Louis and San Francisco.....	14.63	July 1, 1886	July 1, 1886	New R. R. service; Beaumont and Winfield R. P. O. extended.
Council Grove to Chilco, Kans.....	Topoka, Salina and Western.....	58.50	July 1, 1886	July 1, 1886	22.70 miles new R. R. service; Council Grove and Chilco R. P. O. established.
Wichita to Mount Hope, Kans.....	Wichita and Colorado.....	25.28	July 1, 1886	.....	New R. R. service.
San Antonio to Beeville, Tex.....	San Antonio and Arkansas Pass.....	97.61	July 1, 1886	July 6, 1886	64.11 miles new R. R. service; San Antonio and Beeville R. P. O. established.

Origin	Destination	Class	Day	Month	Year	Notes
Gold dust, Tenn., to Elmot, Ark.	Steamboat line	5.50	July 1, 1886	July 1, 1886	New steamboat service Elmot and Memphis; R. P. O. extended.	
Hutchinson to Saint John, Kans.	Chicago, Kansas and Western	48.45	Aug. 10, 1886	Aug. 14, 1886	New R. R. service; Hutchinson and Saint John R. P. O. established.	
Independence to Havana, Kans.	do	17.73	Aug. 20, 1886	.....	Do.
Manhattan to Randolph, Kans.	Manhattan and Blue Valley	23.37	Aug. 10, 1886	.....	Do.
Queenemo to Osage City, Kans.	Chicago, Kansas and Western	20.60	Aug. 15, 1886	.....	Do.
Chico to Salina, Kans.	Topeka, Salina and Western	13.72	Aug. 15, 1886	Aug. 15, 1886	New R. R. service; Council Grove and Chico R. P. O. extended.	
Mount Hope to Haven, Kans.	Wichita and Colorado	6.00	Aug. 15, 1886	.....	Do.
Coleman Junction to Ballinger, Tex.	Gulf, Colorado and Santa F6.	37.48	Aug. 10, 1886	Aug. 10, 1886	New R. R. service; Temple and Coleman R. P. O. extended; 31.23 miles new R. P. O. service; 6.25 miles between Coleman Junction and Coleman supplied with closed pouches.	
Chetopa to Coffeyville, Kans.	Denver, Memphis and Atlantic	31.85	Sept. 1, 1886	.....	New R. R. service; Hutchinson and Saint John R. P. O. extended.
Saint John to Kinsley, Kans.	Chicago, Kansas and Western	35.75	Oct. 11, 1886	Oct. 11, 1886	New R. R. service; Nevada and Chetopa R. P. O. established.	
Nevada, Mo., to Chetopa, Kans.	Nevada and Minden	77.18	Oct. 13, 1886	Oct. 15, 1886	New R. R. service.	
Fort Worth to Waxahachie, Tex.	Fort Worth and New Orleans	41.88	Oct. 18, 1886	.....	Do.
Dallas to Farmersville, Tex.	Gulf, Colorado and Santa F6.	38.41	Oct. 20, 1886	.....	Do.
Havana to Chautauqua, Kans.	Chicago, Kansas and Western	16.48	Oct. 20, 1886	.....	Do.
Harrold to Vernon, Tex.	Fort Worth and Denver City	16.23	Nov. 1, 1886	.....	New R. R. service; Harrold and Fort Worth R. P. O. extended.
Wichita to Hutchinson, Kans.	Wichita and Colorado	47.26	Nov. 5, 1886	Nov. 5, 1886	New R. R. service; Wichita and Hutchinson R. P. O. established.	
Salina to Lincoln, Kans.	Salina, Lincoln and Western	36.12	Dec. 1, 1886	Dec. 1, 1886	New R. R. service; Salina and Lincoln R. P. O. established.	
Marysville to Manhattan, Kans.	Manhattan and Blue Valley	55.64	Dec. 1, 1886	Dec. 1, 1886	New R. R. service; Marysville and Manhattan R. P. O. established.	
Fort Worth to Guide, Tex.	Ft. Worth and New Orleans and Houston and Tex. Central.	52.00	Dec. 1, 1886	Dec. 1, 1886	New R. R. service; Guide R. P. O. established.	
Kineald to Colony, Kans.	Saint Louis and Emporia	12.37	Oct.	Dec. 9, 1886	New R. R. service; Butler and Kineald R. P. O. extended.	
Boeville to Corpus Christi, Tex.	San Antonio and Aransas Pass	56.39	Jan. 17, 1887	Jan. 17, 1887	New R. R. service; San Antonio and Boeville R. P. O. extended.	
Newport to Jacksonville, Ark.	Batesville and Brinkley	8.51	Jan. 17, 1887	Jan. 17, 1887	New R. R. service; Newport and Brinkley R. P. O. extended.	
Belle Plaine to Kibgman, Kans.	Denver, Memphis and Atlantic	55.40	Jan. 17, 1887	Jan. 17, 1887	New R. R. service; Belle Plaine and Kingman R. P. O. established.	
Great Bend to Rnah Centre, Kans.	Chicago, Kansas and Western	33.35	Jan. 17, 1887	.....	Do.
San Antonio to L. and G. N. depot, San Antonio, Tex.	San Antonio and Aransas Pass	2.06	Jan. 24, 1887	Jan. 24, 1887	New R. R. service.	
Easton to Tatum, Tex.	Galveston, Sabine and Saint Louis	8.47	Jan. 24, 1887	.....	Do.
Topeka to Fort Scott, Kans.	Kansas, Nebraska and Dakota	130.79	Feb. 10, 1887	Feb. 10, 1887	New R. R. service; Topeka and Fort Scott R. P. O. established.	
Charute to Chautauqua, Kans.	Chicago, Kansas and Western	73.09	Feb. 10, 1887	Feb. 10, 1887	Charute and Chautauqua R. P. O. established.	
Great Bend to Ness City, Kans.	do	65.13	Feb. 14, 1887	Feb. 14, 1887	32.09 miles new R. R. service; Great Bend and Ness City R. P. O. established.	
Fort Worth to Gainesville, Tex.	Gulf, Colorado and Santa F6	64.90	Feb. 14, 1887	Feb. 14, 1887	New R. R. service; Fort Worth and Galveston R. P. O. extended.	

TABLE K₇.—Statement of new service established and service extended during the fiscal year ended June 30, 1887.—Continued.

New service.	Corporate title of company.	Miles.	Date of order for		Remarks.
			commencement of railroad service.	commencement of railway post-office service.	
Honey Grove to Dallas, Tex.	Gulf, Colorado and Santa Fé.	80.71	Feb. 16, 1887	Feb. 24, 1887	42.30 miles new R. R. service; Honey Grove and Dallas R. P. O. established.
Howard to Moline, Kans.	Kansas City, Emporia and Southern.	8.76	Feb. 21, 1887	Feb. 21, 1887	New R. R. service; Emporia and Howard R. P. O. extended.
Douglas to Winfield, Kans.	Atchison, Topeka and Santa Fé.	20.41	Feb. 21, 1887	Feb. 21, 1887	New R. R. service; Florence and Douglas R. P. O. extended.
Le Roy to Independence, Kans.	Verdigris Valley, Independence and Western.	68.85	Feb. 21, 1887	Feb. 21, 1887	New R. R. service; Holden and Le Roy R. P. O. extended.
Arkansas City to Caldwell, Kans.	Saint Louis and Sau Francisco.	34.09	Feb. 21, 1887	Feb. 21, 1887	New R. R. service; Reumont and Arkansas City R. P. O. extended.
Kingman to Cullison, Kans.	Kingman, Pratt and Western.	44.52	Feb. 21, 1887	Feb. 21, 1887	New R. R. service; Wichita and Kingman R. P. O. extended.
Chetopa to Cedar Vale, Kans.	Denver, Memphis and Atlantic.	89.15	Feb. 21, 1887	Feb. 21, 1887	57.30 miles new R. R. service; Chetopa and Cedar Vale R. P. O. established.
Antonito, Colo., to Santa Fé, N. Mex.	Denver and Rio Grande, and Texas, S. F. and Northern.	130.00	Feb. 21, 1887	Feb. 21, 1887	88.85 miles new R. R. service; Antonito and Santa Fé R. P. O. established.
Chanute to Longton, Kans.	Chicago, Kansas and Western.	45.13	Feb. 21, 1887	Feb. 21, 1887	New R. R. and R. P. O. service; covered by Kansas City and Wellington R. P. O.
Longton to Wellington, Kans.	Southern Kansas.	39.71	Old.	Feb. 21, 1887	Kansas City and Independence R. P. O. extended; not increase not elsewhere accounted for, 39.71 miles.
Larned to Burdett, Kans.	Chicago, Kansas and Western.	24.12	Feb. 21, 1887	.....	New R. R. service.
Little River to Holywood, Kans.	do.	27.15	Feb. 21, 1887	.....	Do.
Texaskana to Fort Worth, Tex.	Texas and Pacific.	254.17	Old.	Feb. 23, 1887	Double daily service between Texaskana and Fort Worth, Texaskana and El Paso R. P. O.
Newtop to McPherson, Kans.	Saint Louis, Fort Scott and Wichita.	28.86	Feb. 23, 1887	Feb. 23, 1887	New R. R. service; Newton and El Dorado R. P. O. extended.
Greenville to Dallas, Tex.	Dallas and Greenville.	54.64	Mar. 1, 1887	Mar. 1, 1887	New R. R. service; Greenville and Dallas R. P. O. established.
Taylor to Bastrap, Tex.	Taylor, Bastrap and Houston.	95.94	Mar. 7, 1887	.....	New R. R. service.
Chero to Kenedy Junction, Tex.	Sao Antonio and Aransas Pass.	42.65	Mar. 14, 1887	.....	Do.
Overton to Council Grove, Kans.	Council Grove, Osage City and Ottawa.	96.95	Mar. 14, 1887	Mar. 14, 1887	71.34 miles new R. R. service; Council Grove and Salina R. P. O. extended.

Saint Louis to Kansas City, Mo.....	Missouri Pacific.....	283.13	Old.	Mar. 14, 1887	Additional fast-mail service established on Saint Louis and Atchison R. P. O.
Vernon to Quanah, Tex.....	Fort Worth and Denver City.....	27.85	Mar. 21, 1887	Mar. 21, 1887	New R. R. service; Vernon and Fort Worth R. P. O. extended.
Mulvane to Spirey, Kans.....	Chicago, Kansas and Western.....	51.67	Mar. 28, 1887	Mar. 28, 1887	New R. R. service; Mulvane and Spirey R. P. O. established.
Council Bluffs, Iowa, to Kansas City, Mo.....	Kansas City, Saint Joseph and Council Bluffs.....	196.50	Old.	Mar. 28, 1887	Double daily service established.
Boonville to Tipton, Mo.....	Missouri Pacific.....	25.00	Old.	Apr. 8, 1887	Increased service on Boonville and Versailles R. P. O.
South Pueblo to Salido, Colo.....	Denver and Rio Grande.....	98.50	Old.	Apr. 9, 1887	Leadville and Salido R. P. O. extended to Denver, absorbing short run of Denver and Ogden R. P. O. between Denver and South Pueblo, Colo.
San Antonio to Boerne, Tex.....	San Antonio and Arkansas Pass.....	34.36	Apr. 18, 1887	.....	Do.
Seligman to Prescott, Ariz.....	Prescott and Arizona Central.....	74.88	Apr. 23, 1887	.....	Do.
Benedict to Coyville, Kans.....	Chicago, Kansas and Western.....	10.98	Apr. 23, 1887	Apr. 23, 1887	New R. R. service; Chanute and Chautauqua R. P. O. extended.
Chautauqua to Cedar Vale, Kans.....	do.....	21.91	Apr. 23, 1887	Apr. 23, 1887	New R. R. service; Osawatimie and Salina R. P. O. extended.
Fort Smith to Jenson, Ark.....	Saint Louis and San Francisco.....	13.97	May 2, 1887	May 9, 1887	New R. R. service; Henry and Saint Joseph R. P. O.
Salina to McCracken, Kans.....	Kansas and Colorado.....	123.25	May 9, 1887	May 9, 1887	Double daily service; Beaumont and Caldwell R. P. O. extended.
Holsington to Great Bend, Kans.....	Kansas and Colorado.....	10.34	May 9, 1887	May 28, 1887	New R. R. service; Butler and Colony R. P. O. extended.
Henry to Saint Joseph, Mo.....	Saint Joseph and Saint Louis.....	73.47	Old.	June 1, 1887	New R. R. service.
Caldwell to Bluff, Kans.....	Saint Louis and San Francisco.....	14.53	June 1, 1887	June 6, 1887	New R. R. service; Fort Scott and Anthony R. P. O. extended.
Colony to Le Roy, Kans.....	Saint Louis and Emporia.....	15.50	June 6, 1887	June 20, 1887	New R. R. service; Belle Plaine and Kingman R. P. O. extended.
Colony to Neosho Falls, Kans.....	Chicago, Kansas and Western.....	12.17	June 6, 1887	June 20, 1887	New R. R. service; Wichita and Hutchinson R. P. O. extended.
Cairo to Hallettsville, Tex.....	San Antonio and Arkansas Pass.....	34.95	June 20, 1887	June 20, 1887	New R. R. service; Albuquerque and Mojave R. P. O. extended, and omitting that portion between Barstow and Mojave, Cal.
Anthony to Kiowa, Kans.....	Saint Louis, Fort Scott and Wichita.....	30.43	June 20, 1887	June 20, 1887	.....
Kingman to Stafford, Kans.....	Denver, Memphis and Atlanta.....	36.50	June 20, 1887	June 20, 1887	.....
Hutchinson to Geneseo, Kans.....	Salina, Sterling and El Paso.....	41.84	June 20, 1887	June 25, 1887	.....
Barstow to Los Angeles, Cal.....	California Southern.....	72.09	Old.	.....	.....

EIGHTH DIVISION.

Bayles to Upper Soda Springs, Cal.....	Central Pacific R. R.....	26.27	Nov. 28, 1887	.....	Route 46003 extended.
Corvallis to Yquima, Oreg.....	Oregon Pacific R. R.....	72.71	Aug. 31, 1886	.....	New service.
Corvallis to Albany, Oreg.....	do.....	12.45	Apr. 5, 1887	.....	Route 44008 extended.
Campbell to New Almaden, Cal.....	South, Pac. Coast R. R.....	12.86	June 23, 1886	.....	New service.
Citrus Station (n. o.) to Riverside, Cal.....	Cal. Southern R. R.....	3.70	Jan. 13, 1887	.....	Do.
Colusa to Colusa Junction, Cal.....	Colusa and Lake R. R.....	9.61	June 9, 1886	.....	Do.

TABLE K¹.—Statement of new service established and service extended during the fiscal year ended June 30, 1887—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Colusa Junction to Sites, Cal.	Colusa and Lake R. R.	Miles. 12.21	May 18, 1887	.....	Route 46048 extended.
Dundee Junction (n. o.) to Alhilo, Oreg.	Oregon R. R. Co. (limited) Line.	52.60	Feb. 28, 1887	.....	New service.
Edgewood to Henny, Cal.	Central Pac. R. R.	39.00	Apr. 20, 1887	.....	Route 46003 extended.
Elliensburg to Cle Elum, Wash.	Northern Pac. R. R.	24.80	Apr. 5, 1887	Apr. 29, 1887	Route 43011 extended; R. P. O. service established from Pasco to Cle Elum, 152.2 miles.
Hanser Junction (n. o.) to Cour d'Alene, Idaho.	Spokane Falls and Idaho R. R.	13.86	Feb. 26, 1887	.....	New service.
Lemoore to Huron, Cal.	Southern Pac. R. R.	19.19	Apr. 26, 1887	.....	Route 46038 extended.
Lordsburg, N. Mex., to Clifton, Ariz.	Arizona and New Mexico R. R.	71.51	Apr. 5, 1887	.....	New service.
Marshall to Rosalia, Wash.	Spokane and Palouse R. R.	27.18	Apr. 27, 1887	.....	Do.
Moscow, Idaho, to Connell, Wash.	Columbia and Palouse R. R.	117.30	Old.	Sept. 8, 1886	New R. P. O. service.
North Yakima to Ellensburg, Wash.	Northern Pac. R. R.	87.19	Aug. 14, 1886	.....	Route 43011 extended.
Pasadena to Duarte, Cal.	Los Ang. and San Gabriel Val. R. R.	12.03	Feb. 28, 1887	.....	Route 40046 extended.
Portland to Coburg, Oreg.	Oreg. R. R. Co. (limited) Line.	123.88	Mar. 26, 1887	Apr. 30, 1887	New railroad and R. P. O. service.
Renton to Black Diamond, Wash.	Columbia and Puget Sound R. R.	18.60	June 11, 1886	.....	New service.
Sheridan Junction to Sheridan, Oreg.	Oregon R. R. Co. (limited) Line.	7.21	Feb. 28, 1887	.....	Do.
Soledad to Templeton, Cal.	Southern Pac. R. R.	78.78	Feb. 21, 1887	Feb. 23, 1887	New service; San Francisco and Soledad R. P. O. extended to Templeton.
Starbuck to Pomeroy, Wash.	Oreg. Rwy. and Nav. Co.	29.53	Aug. 11, 1886	.....	New service.
Tehama to Red Bluff, Cal.	Central Pac. R. R.	11.66	Old.	Feb. 10, 1887	Tehama and Sacramento R. P. O. extended to Red Bluff.
Upper Soda Springs to Edgewood, Cal.	.....do	80.90	Feb. 26, 1887	.....	Route 46003 extended.

NINTH DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Date of order for commencement of railway post-office service.	Remarks.
Alpena to Black River, Mich.	Detroit, Bay City and Alpena.	(1)	Old.	Sept. 20, 1886	R. P. O. service extended from Black River to Alpena, Mich.
Back Aze to Bay Port, Mich.	Saginaw, Tuscola and Huron.	21.26	Aug. 5, 1886	Sept. 11, 1886	Order extending the East Saginaw and Bay Port route established Sept. 25, 1886; R. P. O. service established on entire route from East Saginaw to Back Aze.

		(1)	Old.		
Fort Gratiot to Port Huron, Mich.....	Grand Trunk.....	39.50	Apr. 2, 1887	July 28, 1886	1 R. P. O. extended from Port Huron to Fort Gratiot (2 miles). Closed-pouch service.
Grand Rapids to Muskegon, Mich.....	Muskegon, Grand Rapids and Indiana.....	10.12	Sept. 23, 1886	.....	1 Order extending service from Lakeview to Howard City from October 15, 1886, R. P. O. service extended from same date.
Lakeview to Howard City, Mich.....	Detroit, Lansing and Northern.....				1 Order extending the Owosso and Saint Louis route from February 21, 1887.
Mount Pleasant to Saint Louis, Mich.....	Toledo, Ann Arbor and North Michigan.....	20.35	Feb. 2, 1887	Feb. 15, 1887	2 Order consolidating the Saint Louis and Owosso and South Lyon and Toledo R. P. O.'s the same to be known as the Mount Pleasant and Toledo R. P. O.; that portion of the South Lyon and Toledo R. P. O. between Emory and South Lyon (8.51 miles) is curtailed. This order to take effect February 21, 1887.
Owosso to Emory, Mich.....	.....do.....	55.00	Feb. 2, 1887	Feb. 15, 1887	

TABLE LI.—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	67	\$93,800	1	\$660	2	\$1,320
5	1,300	563	731,900	1	650	2	1,300
4	1,150	689	792,350	1	640	2	1,280
3	1,000	1,819	1,819,000	1	630	3	1,890
2	900	693	623,700	1	610	3	1,830
2	890	5	4,450	1	600	54	32,400
2	880	12	10,560	1	580	3	1,740
2	870	8	6,960	1	570	3	1,710
2	860	13	11,180	1	560	1	560
2	850	8	6,800	1	550	1	550
2	840	8	6,720	1	530	1	530
2	830	2	1,660	1	520	6	1,040
2	820	7	5,740	1	510	3	1,530
2	810	11	8,910	1	500	8	4,000
1	800	701	560,800	1	480	1	480
1	790	6	4,740	1	420	3	1,260
1	780	5	3,900	1	410	2	820
1	770	6	4,620	1	400	1	400
1	760	9	6,840	1	360	3	1,080
1	750	5	3,750	1	320	2	640
1	740	7	5,180	1	300	7	2,100
1	730	9	6,570	1	240	2	480
1	720	30	21,600	1	200	1	200
1	710	5	3,560	1	150	1	150
1	700	23	15,400	1	100	2	200
1	690	3	2,070	1	12	10	120
1	680	5	3,400	1	1	6	6
1	670	2	1,340	1	180	2	360
				Total		4,851	4,827,466

Statement of separation of mail for city delivery for the fiscal year ended June 30, 1887.

City for which separation was made.	Railway post-office making the separations.	Division to which R. P. O. is assigned.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Pieces of paper mail.
Boston, Mass	Boston, Springfield and New York	1	195, 216	3, 011	85	100	14, 641, 200	.....
New York, N. Y.	Albany and New York	2	21, 357	254	336	517	1, 601, 775	.....
	Boston and New York	1	10, 440	8	444	814	785, 000	.....
	Boston, Providence and New York	1	20, 085	.....	230	362	1, 506, 375	.....
	Boston, Springfield and New York	1	98, 669	99	351	471	7, 400, 175	.....
	New York and Chicago	0	205, 930	.....	1, 221	2, 299	15, 445, 290	.....
	New York and Dunkirk	2	58, 474	*712	517	859	4, 385, 550	.....
	New York and Pittsburgh	2	238, 574	*1, 713	1, 388	2, 293	17, 893, 050	.....
	New York and Washington	2	121, 362	*2, 590	712	1, 194	9, 227, 150	.....
Philadelphia, Pa.	New York and P. t. s. burgh	2	78, 022	*737	35	63	5, 851, 650	.....
	New York and Philadelphia	2	53, 269	*706	10	17	3, 905, 175	.....
	New York and Chicago	0	14, 239	*140	5	6	1, 067, 175	.....
*Buffalo, N. Y.	New York and Chicago	0	21, 063	.....	( )	( )	1, 579, 725	.....
Cincinnati, Ohio	Chicago and Cincinnati	5	31, 506	.....	( )	( )	2, 362, 950	.....
	Cincinnati and Saint Louis	5	25, 362	.....	( )	( )	1, 902, 375	.....
	Cincinnati and Nashville	5	25, 552	.....	( )	( )	1, 916, 475	.....
	Pittsburgh and Cincinnati	5	38, 935	.....	( )	( )	2, 920, 125	.....
Saint Paul, Minn.	Chicago and Minneapolis	6	29, 004	.....	.....	373	2, 198, 182	22, 882
Minneapolis, Minn	Chicago and Minneapolis	6	75, 268	.....	8, 373	.....	5, 645, 100	.....
Portland, Oreg.	Helena and Portland	8	44, 921	*109	11	18	3, 369, 075	.....
San Francisco, Cal	Ogden and San Francisco	8	268, 126	*145	120	149	20, 109, 450	.....
Washington, D. C.	Baltimore and Grafton	3	38, 659	.....	46	58	2, 890, 425	.....
	Bangor and Boston, day line	1	285	.....	( )	( )	21, 375	.....
	Bangor and Boston, night line	1	63	.....	( )	( )	4, 725	.....
	Boston, Providence and New York	1	652	.....	( )	( )	48, 900	.....
	Boston, Springfield and New York, day line	1	2, 139	.....	45	13	169, 425	.....
	Boston, Springfield and New York, night line	1	2, 376	.....	11	13	178, 200	.....
	Boston, Springfield and New York, short run	1	230	.....	4	1	17, 250	.....
	Chicago and Cincinnati	5	10, 737	.....	45	17	805, 275	.....
	Cincinnati and Chattanooga	5	1, 975	.....	( )	( )	80, 625	.....
	Cincinnati and Nashville	5	5, 697	.....	44	14	427, 275	.....
	Cincinnati and Saint Louis	5	35, 647	.....	46	89	2, 673, 525	.....
	Grafton and Cincinnati	5	62, 434	.....	46	72	4, 682, 550	.....
	Lynchburgh and Bristol	3	30	.....	( )	( )	2, 700	.....
	New York and Chicago	9	7, 567	.....	44	51	567, 525	.....
	New York and Dunkirk	2	683	28	411	12	51, 225	.....
	New York and Pittsburgh	2	10, 296	363	151	205	1, 440, 450	.....
	New York and Washington	2	20, 186	*193	106	135	1, 513, 950	.....
	Washington and Charlotte	3	26, 192	.....	21	32	1, 957, 650	.....
	Washington and Wilmington	3	32, 188	12	28	38	2, 414, 100	.....
	Williamsport and Baltimore	2	22, 522	.....	74	91	1, 689, 150	.....
	Total . . . . .	.....	1, 966, 858	12, 820	6, 117	18, 705	147, 537, 225	22, 882

*No errors reported.

*Delayed connections.

*Caused by extra connections and heavy mails.

*Errors reported for portion of time only.

*From December, 1886, to April, 1887.

Statement of miles of route traveled by railway postal clerks in the performance of their duty during the fiscal year ended June 30, 1887.

FIRST DIVISION.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	
Alton Bay and Dover	1	1	28.42	35,581.84	35,581.84	
Athol and Springfield	1	1	48.34	30,260.84	30,260.84	
Augusta and Portland	1	1	63.39	.....	.....	This clerk runs in connection with Skowhegan and Portland R. P. O. The 3 clerks performing the service of the two R. P. O's.
Bangor and Bar Harbor	1	1	51.00	31,926.00	31,926.00	
Bangor and Boston (night run) ..	4	12	245.90	538,521.00	44,876.75	1 clerk det. chief clerk, Portland, Me.
Bangor and Boston (day run) ..	4	16	245.90	615,733.00	38,483.35	1 clerk as assistant to chief clerk; 1 clerk as transfer clerk, Portland, Me.
Bangor and Boston (short stops)	2	2	108.80	68,108.80	34,054.40	1 clerk as transfer clerk, Bangor, Me.; 1 clerk to superintendent's office, Boston. Short stops between Portland and Boston.
Bangor and Bucksport	1	1	19.24	24,088.48	24,088.48	
Bath and Lewiston	1	1	28.47	35,644.44	35,644.44	
Belfast and Burnham	1	1	33.95	42,504.40	42,504.40	
Boston and Albany (day run) ..	4	12	203.25	381,793.50	31,808.62	1 clerk det. chief clerk, Boston.
Boston and Albany (night run) ..	4	16	203.25	551,214.00	34,450.87	2 clerks det. superintendent's office, Boston.
Boston and Albany (short run) ..	2	4	99.44	124,438.88	31,124.72	
Boston and Albany (short stops)	2	2	99.44	62,249.44	31,124.72	Between Boston and Springfield, Mass.
Boston, Clinton and Fitchburg ..	1	1	62.49	39,118.74	39,118.74	
Boston and Greenville	1	1	60.33	37,766.58	37,766.58	
Boston and Hopewell Junction ..	4	4	215.23	134,733.98	33,683.49	1 clerk det. transfer clerk, Boston.
Boston and Hopewell Junction (short run) ..	2	2	118.30	74,055.80	37,027.90	1 clerk det. transfer clerk, Hartford.
Boston and Hopewell Junction (second clerks)	3	3	135.53	84,841.78	28,280.59	These clerks run between Boston and Bristol, $\frac{1}{2}$ time.
Boston and Hopewell Junction (short stop) ..	1	1	86.13	44,931.15	44,931.15	Between Boston and Willimantic, $\frac{1}{2}$ time.
Boston, Nashua and Keene	2	2	96.22	60,233.72	30,116.86	
Boston, Providence and New York ..	4	16	233.07	680,594.40	42,535.27	1 clerk det. transfer clerk, Providence; 1 clerk det. transfer clerk, New London; 1 clerk det. transfer clerk, Saybrook Junction.
Boston, Providence and New York (short stops)	2	2	115.35	76,905.50	38,452.75	These two clerks were detailed from Boston and Providence R. P. O. as short stops between New York and Saybrook.
Boston, Springfield and New York (day) ..	4	24	235.17	883,298.52	36,804.10	3 clerks det. chief clerks.
Boston, Springfield and New York (night) ..	4	24	235.17	1,030,044.50	42,918.52	6 clerks detailed superintendent's office; 1 clerk det. transfer clerk, New Haven.
Boston, Springfield and New York, 4.30 (messenger) ..	4	4	235.17	171,074.10	42,918.52	2 clerks det. transfer clerks, Springfield; 1 clerk det. transfer clerk, Hartford.

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

FIRST DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	
Boston, Springfield and New York (short run).	4	12	135.73	260,612.82	21,717.73	1 clerk det. transfer clerk, Worcester; 2 clerks det. transfer clerks, Boston.
Boston, Springfield and New York (short stops).	.....	4	.....	111,800.47	28,426.10	There are 12 clerks on this line who run one way a day, and there are 4 clerks as short stops who double the road between New York and Springfield 3 days, and double the road between New York and Wallingford 3 days. The Sunday run is between New York and New Haven, and is divided among the 16 men, $\frac{1}{2}$ time off.
Boston and Troy (a. m.).....	4	8	191.04	239,182.08	29,897.76	1 clerk det. transfer clerk, Boston.
Boston and Troy (p. m.).....	4	8	191.04	239,182.08	29,897.76	
Boston and Troy (short stops).....	.....	2	76.67	47,995.42	23,997.71	Between Troy and Bardwell's.
Boston and Wellfleet (a. m.)...	2	4	106.56	133,413.12	33,353.28	2 clerks det. transfer clerks, Boston.
Boston and Wellfleet (p. m.)...	2	4	106.56	133,413.12	33,353.28	
Boston and Wellfleet (short stops).....	.....	1	75.72	39,500.00	39,500.00	Between Boston and Yarmouth, $\frac{1}{2}$ time. Service commenced Mar. 23, 1887.
Boundary Line and Presque Isle.	1	1	30.00	6,708.00	6,708.00	
Brattleborough and Palmer....	1	1	56.33	35,262.58	35,262.58	
Cambridge Junction and Burlington.	1	1	34.47	21,578.22	21,578.22	
Canton and Mechanic Falls....	1	1	25.52	15,975.52	15,975.52	
Claremont and Lowell.....	2	2	104.50	65,417.00	32,708.50	
Danbury and South Norwalk...	1	1	23.61	29,559.72	29,559.72	
Essex Junction and Boston.....	4	8	241.86	302,808.72	37,851.09	1 clerk det. transfer clerk, Rutland, Vt.
Farmington and Lewiston....	1	1	47.12	29,497.12	29,497.12	
Greenville and Bangor.....	1	1	91.03	56,984.78	56,984.78	
Hartford and Millerton.....	2	2	70.98	88,841.92	44,420.96	
Hartford and Saybrook.....	2	2	45.36	56,790.72	28,395.36	
Keene and South Vernon.....	1	1	24.85	30,486.20	30,486.20	
Lancaster and Boston.....	4	8	212.63	265,461.60	33,182.70	1 clerk det. transfer clerk, Manchester, N. H.
Litchfield and Bethel.....	1	1	39.03	24,432.78	24,432.78	
Lowell and Ayer.....	1	1	16.98	21,258.96	21,258.96	
Lowell and Taunton.....	2	2	62.01	77,656.52	38,818.26	
Manchester, Lawrence and Boston.	2	2	53.85	50,311.62	25,155.81	
Manchester and Peterborough.	1	1	63.37	39,669.62	39,669.62	
New Hartford and Farmington.	1	1	14.30	17,903.60	17,903.60	
New Haven and New York....	1	1	77.05	48,233.30	30,174.98	1 clerk det. transfer clerk, New Haven, Conn. This clerk is relieved every fourth week. (See column West Windsor and Bridgeport R. P. O.)
New London and New Haven.	2	2	51.81	64,866.12	32,433.06	1 clerk det. transfer clerk, New London, Conn.
Newburyport and Boston.....	2	2	40.63	50,868.76	25,434.38	
North Adams and Pittsfield...	1	1	21.43	26,830.36	26,830.36	
North Anson and Portland ..	2	2	104.17	62,210.42	31,105.21	

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

FIRST DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from	Annual service	Average annual	Remarks.
			register to register.	performed by clerks.	service by clerks.	
			Miles.	Miles.	Miles.	
North Conway and Boston*....	3	6	139.37	256,563.68	50,127.10	North Conway and Portsmouth to Sept. 30, 1886; Bangor and Boston short run to Sept. 30, 1886; North Conway and Boston from Oct. 1, 1886.
North Conway and Portsmouth				12,970.22	6,485.11	2 clerks run all time.
Bangor and Boston (short run)				18,258.48	6,086.16	3 clerks $\frac{2}{3}$ time.
North Conway and Boston				225,334.98	37,555.83	6 clerks $\frac{2}{3}$ time.
Palmer and New London.....	1	1	65.30	40,877.80	40,877.80	
Peterborough and Worcester.....	1	1	53.80	30,678.80	30,678.80	
Pittsfield and Bridgeport.....	4	4	110.49	120,980.55	30,246.63	1 clerk as transfer clerk, Bridgeport, Conn. There is double daily service on this line; on one run the clerk doubles the road and on the other the clerks run one way a day; each clerk takes his turn on the double service, and the Sunday service, 3 clerks on duty; they run $\frac{2}{3}$ of the time.
Pittsfield and Hooksett.....	1	1	20.35	12,739.10	12,739.10	
Plymouth and Concord.....	1	1	51.40	32,176.40	32,176.40	
Portland and Boston (a. m.)....	2	6	116.70	219,262.60	36,527.10	
Portland and Boston (p. m.)....	2	4	116.70	146,108.40	36,527.10	
Portland and Island Pond.....	3	3	149.78	93,762.28	31,254.09	
Portland and Island Pond (short run).	2	2	92.16	57,692.16	28,846.08	
Portland and Island Pond (helpers).		2		93,762.28	46,881.14	
Portland and Rochester.....	1	1	52.74	33,015.24	33,015.24	
Portland and Taunton.....	4	4	332.90	145,795.40	36,448.85	
Portland and Taunton (short run).	1	1	72.87	45,616.62	15,616.62	
Portland and Worcester.....	3	6	147.34	184,469.68	30,744.94	
Portland and Worcester (short run).	1	1	46.76	29,271.76	29,271.76	
Portsmouth and Concord.....	1	1	59.25	37,090.50	37,090.50	
Portsmouth and Manchester...	1	1	41.52	25,991.52	25,991.52	
Providence and New London...	2	2	65.24	81,680.48	40,840.24	
Providence and Pascoag.....	1	1	23.75	29,745.00	29,745.00	
Providence and Willimantic...	1	1	59.04	36,959.04	36,959.04	
Richford and Springfield (day)	4	8	229.60	287,459.20	35,932.40	1 clerk detailed transfer clerk, White River Junction, Vt.
Richford and Springfield (night).	4	8	260.98	326,746.96	40,843.37	
Richford and Springfield (short run).	2	2	124.39	77,868.14	38,934.07	
Richford and Springfield (short stop).		1	60.00	37,560.00	37,560.00	Between Brattleborough and Springfield.
Richford and Saint Albans...	1	1	28.91	18,097.06	18,097.66	
Rockland and Portland.....	2	2	85.42			These 3 clerks perform the service of long and short run, two-third time.
Rockland and Portland (short run).	1	1	58.78	92,147.20	30,715.73	
Rutland, Bennington, and Troy	2	2	85.19	53,328.94	26,664.47	
Saint Albans and Boston (night).	4	8	265.40	332,280.80	41,535.10	1 clerk detailed as chief clerk; 2 clerks detailed to superintendent's office.

* The North Conway and Boston clerks run from North Conway to Boston and back to Wolfborough Junction one day and from Wolfborough Junction to Portsmouth and back to North Conway the next day; $\frac{2}{3}$ time on duty.

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

FIRST DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			Miles.	Miles.	Miles.	
Saint Albans and Boston (day).	4	8	265.40	332,286.80	41,535.10	1 clerk detailed as transfer clerk, Concord, N. H.; 1 clerk detailed as transfer clerk, Saint Albans, Vt.
Saint Albans and Troy	3	3	184.69	106,272.15	35,424.05	Saint Albans and North Bennington to December 16, 1886; Saint Albans and Troy from December 17, 1886.
Skowhegan and Portland	2	2	103.00	104,160.15	34,720.05	These clerks run in connection with the Augusta and Portland R. P. O.; the 3 clerks performing the service of the two R. P. O's.
South Londonderry and Brattleborough.	1	1	36.47	22,830.22	22,830.22	
Springfield and Hartford	1	1	32.29	46,427.08	46,427.08	
Yanceborough and Bangor (day)	2	4	114.44	143,278.88	35,819.72	
Yanceborough and Bangor (night).	2	4	114.44	143,278.88	35,819.72	
Wells River and Montpelier...	1	1	38.64	24,188.64	24,188.64	
West Winsted and Bridgeport.	2	3	62.22	77,899.44	25,966.48	1 of these clerks also relieves the New Haven and New York clerk.
Williamsburgh and New Haven	3	3	85.50	107,158.68	35,719.56	
Willimantic and New Haven	1	1	54.69	84,235.94	34,235.94	
Winchendon and Palmer	1	1	49.94	31,262.44	31,262.44	
Winchendon and Worcester...	1	1	38.05	23,819.30	23,819.30	1 clerk detailed transfer clerk, Worcester, Mass.
Worcester and Norwich	1	1	59.72	37,384.72	37,384.72	
Worcester and Providence	2	2	44.14	55,263.28	27,631.64	

SECOND DIVISION.

Addison and Galeton	1	1	46.56	29,147	29,147	
Albany and Binghamton	3	4	143.21	133,469	33,367	1 helper Albany to Maryland and return, 70 miles.
Albany and New York	4	16	145.35	818,611	61,163	Double daily service, except Sunday, on all trains, and on Sunday on 1 train.
Albany and Rochester	4	14	253.00	546,192	39,014	Daily service.
Albany, Kingston, and New York.	4	4	146.23	183,080	45,770	Double daily service, except Sunday.
Allentown and Harrisburg	3	3	91.84	114,982	38,327	Do.
Allentown and Pawling	1	1	44.18	27,656	27,656	
Arnold and Freeville	1	1	39.41	24,670	24,670	
Arnold and Harrisburg	1	1	59.84	37,459	37,459	
Babylon and New York	1	1	37.36	23,387	23,387	
Batavia and Buffalo	1	1	47.39	29,666	29,666	
Belvidere and Philadelphia	1	1	102.54	64,190	64,190	
Bennington and Catham	1	1	57.79	36,176	36,176	
Berlin and Salisbury	1	1	23.86	14,936	14,936	
Bethlehem and Philadelphia...	3	3	57.60	144,230	48,077	Double daily service north and triple daily service south, except Sunday.
Binghamton and New York	3	6	208.70	261,292	43,549	
Boston Corners and Poughkeepsie.	1	1	38.06	23,825	23,825	
Bound Brook and Philadelphia	1	1	59.96	37,535	37,535	

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

SECOND DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	
Branch Junction and Pittsburgh.	1	1	70.83	44,352	44,352	
Branchville and Waterloo	1	1	34.70	21,722	21,722	Double daily service, except Sunday, between Newtown and Waterloo.
Brewster and New York	1	1	62.10	38,931	38,931	
Buffalo and Emporium	2	2	121.55	76,090	38,045	
Buffalo and Jamestown	1	1	69.48	35,573	35,573	Clerk alternates with Dunkirk and Titusville clerk.
Buffalo and Kent	4	7	238.00	347,480	49,640	3 helpers over entire route.
Buffalo and Pittsburgh	4	6	273.10	253,905	42,317	2 helpers, Buffalo and Oil City.
Buffalo and West	1	1	49.56	31,025	31,025	
Butler and Freeport	1	1	21.46	26,868	26,868	Double daily service, except Sunday.
Canandaigua and Batavia	1	1	50.17	31,406	31,406	
Canandaigua and Elmira	1	1	69.17	30,946	30,946	Clerk alternates with Elmira and Williamsport R. P. clerk.
Canastota and Elmira	2	2	118.76	74,344	37,172	
Carbondale and Scranton	1	1	17.46	32,790	32,790	Triple daily service, except Sunday.
Carlisle and Gettysburgh	1	1	32.34	20,245	20,245	
Cayuga and Ithaca	1	1	39.11	24,483	24,483	
Chambersburgh and Richmond Furnace.	1	1	31.35	19,625	19,625	
Chatham and New York	5	5	130.44	163,310	32,662	Double daily service, except Sunday.
Clayton and Chestertown	1	1	32.71	20,476	20,476	
Clayton and Easton	1	1	44.52	27,870	27,870	
Columbia and Perryville	1	1	43.88	27,469	27,469	
Curwensville and Tyrone	1	1	47.45	29,704	29,704	
Dunsville and Buffalo	1	1	95.98	59,890	30,890	Clerk alternates with Rochester and Corning clerk.
Downingtown and New Holland.	1	1	28.28	17,793	17,793	
Driftwood and Red Bank Furnace.	2	2	100.98	68,847	34,423	
Dunkirk and Titusville	2	2	91.41	67,144	33,572	Clerk alternates with Buffalo and Jamestown clerk.
Easton and Hazleton	4	5	{ 45.50 69.13 }	151,208	30,242	{ Double daily service, except Sunday; short time, Easton to Mauch Chunk, 1 helper, Easton to Hazleton, and return, 5 times per week.
Elmira and Blossburgh	1	1	52.41	32,809	32,809	
Elmira and Wilkes Barre	1	1	124.13	77,705	77,705	
Elmira and Williamsport	2	2	79.13	61,892	30,946	Clerk alternates with Canandaigua and Elmira clerk.
Erle and Pittsburgh	3	3	148.00	92,648	30,882	
Geneva and Williamsport	3	3	172.29	107,854	35,951	
Georgetown and Franklin City	1	1	55.26	35,219	35,219	
Glyndon and Gettysburgh	2	2	51.42	64,378	32,189	Double daily service, except Sunday.
Greenpart and New York	3	3	98.60	123,448	41,149	Do.
Greenville and Butler	1	1	58.87	36,853	36,853	
Greenwood Lake and New York.	1	1	45.63	28,564	28,564	
Greycourt and Belvidere	1	1	68.33	39,663	39,662	
Harrington and Lewes	1	1	49.79	25,535	25,535	
Harrisburg and Baltimore	2	2	86.22	53,974	26,987	

Statement of miles of route traveled by railway postal clerks, etc.—Continued.

SECOND DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			Miles.	Miles.	Miles.	
Harrisburg and Martinsburgh	3	4	94.79	170,010	42,502	1 helper, Harrisburg to Shippensburg twice daily; double daily service, except Sunday.
Hazleton and Sunbury	1	1	52.61	32,954	32,954	
Hightstown and Philadelphia	1	1	52.17	32,658	32,658	
Hornellsville and Buffalo	2	2	92.61	57,974	28,987	
Huntingdon and Cumberland	2	2	90.69	56,772	28,386	
Indiana and Branch Junction	1	1	19.20	24,038	24,038	Double daily service, except Sunday.
Ithaca and Owego	1	1	35.00	21,910	21,910	
Johnstown and Rockwood	1	1	45.71	28,614	28,614	
Kane and Gallery	2	2	126.87	79,421	39,710	
Kays and Stroudsburg	1	1	47.90	29,985	29,985	
Kingston and Goshen	1	1	44.26	27,707	27,707	
Lancaster and Frederick	2	2	81.67	51,125	25,562	
Larabee and Clermont	1	1	22.33	24,777	24,777	Clerk runs as helper to Olean and return in Buffalo and Emporium R. P. O.
Lock Haven and Harrisburg	4	6	118.63	222,786	37,131	Double daily service, except Sunday; 2 helpers.
Lock Haven and Tyrone	1	1	60.46	37,848	37,848	
Lyons and Sayre	2	2	92.22	57,730	28,865	
Meadville and Oil City	1	1	36.02	22,924	22,924	
Middletown and New York	2	2	89.78	82,422	41,211	1 clerk relieves Port Jervis and New York clerk every fourth week.
Millerton and Dutchess Junction	1	1	57.97	36,289	36,289	
Monmouth Junction and Masquan	1	1	33.18	20,771	20,771	
Montandon and Bellefonte	1	1	69.27	43,363	43,363	Double daily service, except Sunday, between Montandon and Lewisburgh.
Montrose and Tankhannock	1	1	29.16	18,254	18,254	
Mount Carmel and Sunbury	1	1	27.83	17,422	17,422	
New Berlin and Sidney	1	1	25.16	15,750	15,750	
New York and Dunkirk (eastern division).	8	31	332.63	1,527,851	49,285	Eastern division, New York to Hornellsville; 3 helpers Hornellsville to Binghantown; 4 helpers Hornellsville to Susquehanna.
New York and Dunkirk (western division).	2	6	128.75	281,063	46,904	Western division, Hornellsville to Dunkirk.
New York and Elmira	4	5	303.58	332,609	46,521	1 helper between Elmira and Laceyville.
New York and Hackettstown	1	1	62.79	26,294	26,294	Relieved every third week by a New York, Dover, and Easton clerk.
New York and Philadelphia	3	3	91.82	114,958	38,319	Double daily service, except Sunday.
New York and Pittsburgh	16	132	443.20	7,032,762	53,278	1 helper Harrisburg to Pittsburgh; 1 helper Harrisburg to Altoona.
New York and Point Pleasant	3	4	60.64	151,844	37,961	Triple daily service except Sunday, and 1 helper.
New York and Saint George	1	1	5.90	14,772	14,772	4 times each way daily except Sunday.
New York and Washington (day line).	4	12	237.85	463,446	38,620	Double daily service, except Sunday.
New York and Washington (night line).	4	20	.....	831,650	41,582	Double daily service.

SECOND DIVISION—Continued.

Statement of miles of route traveled by railway postal clerks, etc.—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual services performed by clerks.	Average annual service by clerks.	Remarks.
			Miles.	Miles.	Miles.	
New York and Washington (fast mail).	4	17	.....	665,674	39,157	Double daily service and 1 helper New York and Philadelphia and return, 5 days per week.
New York, Dover, and Easton.	2	2	86.87	67,483	33,741	Double daily service, except Sunday; 1 clerk relieves New York and Hackettstown clerk every third week.
New York, Somerville, and Easton.	3	3	75.09	94,012	31,337	Double daily service, except Sunday.
Nineveh and Carbondale	1	1	57.56	36,033	36,033	
Norfolk and Hartley Hall	1	1	26.53	16,908	16,908	
North Creek and Saratoga	1	1	58.25	36,464	36,464	
North Fair Haven and Sayre	3	3	86.74	127,873	42,624	} Includes short run, Auburn and Sayre.
Northville and Fonda	1	1	117.53	33,542	33,542	
Norwood and Rome	3	3	146.92	91,972	30,657	Do.
Nyack and New York	1	1	30.35	37,998	37,998	Clerks alternate with Watertown and Utica clerk; 1 helper Utica to Castorland.
Ogdensburg and Utica	2	3	134.78	135,929	45,309	
Oneida and New York	4	4	270.33	169,227	42,307	
Oswego and Binghamton	3	3	115.30	144,356	48,119	Double daily service, except Sunday.
Oswego and Oneida	1	1	58.33	36,515	36,515	
Oswego and Suspension Bridge	2	2	131.19	94,645	47,322	
Peninsula Junction and Cape Charles	1	1	73.50	46,011	46,011	
Penn Haven and Mount Carmel	1	1	52.15	32,646	32,646	
Philadelphia and Atlantic City	2	2	60.76	76,072	38,036	Do.
Philadelphia and Baltimore	2	2	98.04	61,373	30,686	Do.
Philadelphia and Cape May	2	2	83.60	104,668	52,334	1 helper Philadelphia and Clayton.
Philadelphia and Crisfield	3	4	162.92	141,927	35,482	
Philadelphia and Dover	1	1	75.22	47,088	47,088	
Philadelphia and Harrisburg	4	6	106.55	200,100	33,350	Double daily service, except Sunday.
Philadelphia and Port Deposit	2	2	68.80	86,138	43,069	Do.
Philadelphia and Port Norris	2	2	59.14	74,044	37,022	Do.
Philadelphia and West Chester	1	1	28.50	35,682	35,682	Do.
Pittsburgh and Fair Chance	1	1	75.84	47,476	47,476	
Pittsburgh and New Haven	1	1	60.12	37,635	37,635	
Pittsburgh and Washington	1	1	31.62	39,588	39,588	Do.
Pittsburgh and West Brownsville	1	1	54.34	34,017	34,017	
Pittsburgh and Wheeling	1	1	72.08	45,122	45,122	
Port Jefferson and Long Island City	1	1	58.00	59,782	59,782	Clerk runs to Jamaica only; signs by slip at Long Island City. Double daily service, except Sunday.
Port Jervis and New York	2	2	87.77	82,416	41,208	Relieved every fourth week by Middletown and New York clerk. Double daily service, except Sunday.
Portland and Nazareth	1	1	30.57	25,353	25,353	
Pottsville and Philadelphia	3	5	94.13	235,700	47,140	Triple daily service, except Sunday.
Pottsville, Tamaqua, and Herndon	2	2	78.74	85,372	42,686	Double daily service between Pottsville and Shamokin.
Reading and Quarryville	1	1	57.50	35,995	35,995	
Reading and Wilmington	1	1	74.07	46,368	46,368	
Red Bank and Bridgeton	1	1	95.20	59,595	59,595	

Statement of miles of route traveled by railway postal clerks, etc.—Continued.

SECOND DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from	Annual service	Average annual	Remarks.
			register to register.	performed by clerks.	service by clerks.	
			Miles.	Miles.	Miles.	
Richland and Niagara Falls ...	3	3	181.40	113,556	87,852	
Richland and Syracuse	1	1	42.33	28,499	20,499	
Rochester and Corning	2	2	95.19	79,780	39,890	Clerk alternates with Dansville and Buffalo clerk.
Rochester and Olean	2	2	108.23	67,752	33,876	
Rochester and Punxsutawney ..	4	4	228.32	142,928	35,732	
Rochester and Suspension Bridge.	3	3	74.80	93,762	51,254	Double daily service, except Sunday.
Rockaway and High Bridge ...	1	1	30.57	19,137	19,137	
Rondout and Stamford	3	3	74.36	93,098	31,032	Do.
Rouse's Point and Albany (northern division).	2	2	114.54	71,702	35,851	Rouse's Point to Whitehall.
Rouse's Point and Albany (southern division).	2	4	101.98	126,678	31,919	Rutland, Vt., to Albany, N. Y.
Rutland and Troy	2	2	85.84	53,736	26,868	
Sag Harbor and New York ...	3	4	100.75	157,751	39,458	Double daily service, except Sunday; 1 helper.
Saint Albans and Ogdensburgh.	2	2	143.15	89,612	44,806	
Salamanca and Oil City	2	2	97.69	61,154	38,577	
Saranton and Northumberland.	3	3	80.48	100,760	33,587	Double daily service, except Sunday.
Seaford and Cambridge	1	1	33.64	21,059	21,059	
Sheffield and Erie	1	1	79.59	40,272	40,272	Relieved every fifth week by Williamsport and Erie clerk.
Slatington and Reading	1	1	43.63	27,312	27,312	
Sodus Point and Stanley	1	1	34.03	21,303	21,303	
South Amboy and Philadelphia.	2	2	62.92	78,776	39,388	Double daily service, except Sunday.
State Line and Rhinecliff	1	1	42.58	26,624	26,624	
Stoneborough and New Castle ..	1	1	36.49	22,843	22,843	
Stony Point and New York	1	1	42.88	26,843	26,843	
Sunbury and Lewistown	1	1	51.12	32,001	32,001	
Suspension Bridge and Buffalo.	1	1	24.35	30,486	30,486	Do.
Syracuse and Earlville	1	1	43.66	27,331	27,331	
Syracuse, Auburn, and Rochester.	2	4	104.71	131,096	32,774	
Towanda and Bernice	1	1	30.72	19,231	19,231	
Tower City and Lebanon	1	1	42.26	26,455	26,455	
Townsend and Centerville	1	1	35.21	22,041	22,041	
Utica and Binghamton	2	2	95.70	63,156	31,578	Clerks alternate with Utica and Randolphville clerk.
Utica and Randolphville	1	1	31.47	31,579	31,579	Clerk alternates with Utica and Binghamton clerks; double daily service, except Sunday.
Watertown and Utica	1	1	91.93	47,807	47,807	Clerk alternates with Ogdensburgh and Utica clerk.
Wellsville and Bradford	1	1	56.65	35,463	35,463	
Whiting and Tuckerton	1	1	29.48	39,908	36,908	Double daily service, except Sunday.
Williamsport and Baltimore ...	3	13	179.83	508,514	39,116	1 helper Harrisburg and Williamsport.
Williamsport and Erie	4	4	249.68	165,850	41,462	1 clerk relieves Sheffield and Erie clerk every fifth week.
Williamsport and Gazzam	2	2	141.34	88,479	44,239	
Williamsport and Port Clinton.	2	2	121.77	76,228	38,114	
Wilmington and Landenburgh.	1	1	20.38	12,758	12,758	
York and Peach Bottom	1	1	40.67	25,459	25,459	

Statement of miles of route traveled by railway postal clerks, etc.—Continued.

THIRD DIVISION.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	
Annapolis Junction and Annapolis.	1	1	21.09	13,202	13,202	
Asheville and Jarrett's.....	2	2	101.88	63,404	31,732	
Baltimore and Bristol.....	8	12	477.57	538,323	44,800	2 helpers Baltimore, Md., to Shenandoah Junction, W. Va., daily, 109.70 miles, and 2 Roanoke, Va., to Bristol, Tenn., daily, 150.16 miles.
Baltimore and Grafton.....	12	30	294.86	1,626,928	54,230	2 helpers Baltimore to Cumberland, Md., daily, except Sunday, 192 miles.
Baltimore and Lexington.....	4	5	258.32	220,352	44,110	1 helper, Staunton to Winchester, 94 miles daily, except Sunday.
Baltimore and Martinsburgh..	2	2	101.32	63,426	31,713	
Baltimore and Washington....	1	1	43.37	27,150	27,150	
Baltimore and Williamsport...	2	2	94.12	58,919	29,459	
Baltimore and Winchester....	1	1	114.48	71,064	23,888	Clerk relieved every six days by clerks in the Baltimore and Martinsburgh R. P. O.
Bowie and Pope's Creek.....	1	1	49.14	30,762	30,762	
Bristol and Chattanooga.....	8	16	242.37	707,720	44,232	
Clarksburgh and Weston.....	1	1	26.05	16,307	16,307	
Cranberry and Johnson City..	1	1	34.11	21,353	21,353	
Cumberland and Piedmont....	1	1	33.73	42,230	42,230	Double daily service, except Sunday.
Cumberland and Pittsburgh...	3	4	150.73	124,413	31,103	1 helper Pittsburgh to Connellsville, Pa., daily, except Saturday and Sunday, 57.80 miles.
Danville and Stuart.....	1	1	76.16	47,676	47,676	
Delta and Baltimore.....	1	1	47.83	29,942	29,942	
Elba and Rocky Mount.....	1	1	37.26	23,325	23,325	
Fredricksburgh and Orange Court-House.	1	1	38.92	24,364	24,364	
Goldsbrough and Greensborough.	2	2	130.01	94,907	47,453	
Goldsbrough and Morehead City.	2	2	94.93	59,426	29,713	
Grafton and Parkersburgh....	2	2	104.54	65,442	32,721	
Grafton and Wheeling.....	2	2	89.44	72,591	36,295	
Greensborough and Bennettsville.	3	3	155.78	97,518	32,506	
Greensborough and Winston..	1	1	29.10	39,460	39,460	678 round trips per year.
Hagerstown and Weverton....	1	1	24.52	30,700	30,700	Double daily service, except Sunday.
Keysville and Clarksville.....	1	1	31.64	19,807	19,807	
Knoxville and Maryville.....	1	1	10.90	10,579	10,579	
Lovely Mount and Pocahontas.	2	2	75.16	47,050	23,525	
Lynchburg and Bristol.....	4	8	204.48	298,540	37,317	
Morgantown and Fairmount...	1	1	25.88	16,291	16,291	
Norfolk and Edenton.....	2	2	75.25	47,107	23,553	
Norfolk and Lynchburgh....	4	4	205.22	149,811	37,452	
Norfolk, Newport News, and Richmond.	2	2	91.32	57,166	28,583	
Norfolk and Raleigh.....	3	3	179.02	112,067	37,355	
Piedmont and Davis.....	1	1	56.22	35,194	35,194	
Raleigh and Hamlet.....	2	2	97.57	61,079	30,539	
Richmond and Ashland.....	12	12	438.12	419,275	34,939	
Richmond and Danville.....	3	3	141.08	102,988	34,329	
Richmond, Lynchburgh, and Clifton Forge.	4	4	230.55	144,324	36,081	
Rogeraville and Bull's Gap....	1	1	16.27	10,185	10,185	

Statement of miles of route traveled by railway postal clerks, etc.—Continued.

THIRD DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			Miles.	Miles.	Miles.	
Salisbury and Morristown.....	4	5	231.68	205,434	41,086	1 helper Salisbury to Hickory, N. C., 58 miles daily, except Monday.
Statesville and Charlotte	1	1	45.14	28,258	28,258	
Washington and Charlotte	12	40	382.04	1,838,927	45,973	Four helpers Washington, D. C., to Charlottesville, Va., 113.42 miles, daily.
Washington and Charlotte (short run).	3	3	172.98	126,275	42,091	
Washington and Round Hill ..	1	1	53.35	33,397	33,397	
Washington and Strasburgh ..	2	2	93.55	58,562	29,281	
Washington and Wilmington..	10	34	362.38	1,902,017	55,941	Six clerks detailed to the New York and Washington R. P. O., 4 performing daily service, Newark, N. J., to Washington, D. C., 218.71 miles, and 2 New York, N. Y., to Washington, D. C., daily, 227.85 miles; 6 helpers, Washington, D. C., to Richmond, Va., daily, 116.93 miles, and 2 Washington, D. C., to Petersburg, Va., daily, 139.93 miles.
Washington and Wilmington (short run).	2	4	116.93	146,396	36,599	
West Point and Richmond	1	1	39.07	24,458	24,458	
Wheeling and Point Pleasant..	3	3	173.05	108,329	36,109	
Williamston and Rocky Mount ..	1	1	50.49	31,588	31,588	
Wilmington and Rutherfordton ..	4	4	268.70	168,206	42,051	
Wilson and Fayetteville.....	1	1	74.44	46,599	46,599	

FOURTH DIVISION.

Aberdeen and Durant	2	2	108.30	79,059	39,529	
Albany and Thomasville	1	1	58.92	43,012	43,012	
Anderson and McCormicks	1	1	59.00	36,974	36,974	
Asheville and Columbia	3	3	104.00	102,664	34,221	
Astor and Leesburgh	1	1	42.73	26,749	26,749	
Athens and Union Point	1	1	40.48	25,840	23,840	
Atlanta and Artesia	5	5	304.55	222,322	44,464	
Atlanta and Macon	2	2	103.81	64,985	32,492	
Atlanta and Montgomery (day)	5	10	175.68	128,246	51,298	
Atlanta and Montgomery (night).	(1)	(1)	175.68	128,246	51,298	Clerks run "first in first out."
Atlanta and Savannah	4	4	294.08	214,678	53,669	
Albany and Thomasville	1	1	75.00	46,950	40,950	Helper.
Augusta and Atlanta (day).....	3	3	171.59	125,261	41,754	
Augusta and Atlanta (night) ..	3	3	171.59	125,261	41,754	
Augusta and Millen	1	1	53.51	33,497	33,497	
Augusta and Port Royal	2	2	112.52	82,140	41,070	
Augusta and Sandersville	1	1	81.05	50,737	50,737	
Bartow and Trabue	1	1	75.30	47,138	47,138	
Belton and Walhalla	1	1	43.84	27,444	27,444	
Brunswick and Albany	3	3	171.73	125,363	41,788	
Cairo and New Orleans (north-ern division).	6	18	368.46	268,976	44,629	
Cairo and New Orleans (south-ern division).	2	3	184.12	134,407	44,802	
Albany and Thomasville	1	1	53.00	38,690	38,690	Do.
Albany and Thomasville	4	4	260.63	190,296	47,574	
Cairo and West Point	2	2	106.40	77,672	38,836	Helpers.

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

FOURTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from	Annual service	Average annual	Remarks.
			register to register.	performed by clerks.	service by clerks.	
			Miles.	Miles.	Miles.	
Camak and Macon	1	1	78.59	49,197	49,197	
Camden and Kingville.....	1	1	39.03	48,868	48,868	'Double daily service with clerk.
Cartersville and Broken Arrow.	2	2	110.06	68,898	34,449	
Charleston and Augusta	2	2	139.22	101,631	50,815	
Charlotte and Atlanta (day) ...	4	8	268.22	195,801	48,950	
Charlotte and Atlanta (night)...	4	8	268.22	195,801	48,950	
Charlotte and Atlanta	4	4	219.00	159,830	39,957	Helper.
Charlotte and Augusta	4	4	192.00	140,180	46,720	
Chattanooga and Atlanta (trains 1 and 2).	17	*19	138.55	101,142	43,346	'Clerks run "first in first out." *Five crews of 3 men, 2 crews of 2 men.
Chattanooga and Atlanta (trains 3 and 4).			138.55	101,142	43,346	
Chattanooga and Atlanta (trains 11 and 12).			138.55	101,142	43,346	
Chattanooga and Macon	4	4	241.54	176,324	44,081	
Chattanooga and Meridian	5	5	295.71	215,868	43,174	
Chattanooga and Meridian	2	2	144.80	105,694	52,847	Helper.
Cheneyville and La Fayette	1	1	60.20	43,946	43,946	
Columbia and Charleston	2	2	132.77	96,922	48,461	
Columbia, Sumter, and Charleston.	2	2	136.00	96,280	48,640	
Columbus and Montgomery.....	2	2	96.15	60,189	30,094	
Du Pont and Gainesville	2	2	119.27	87,097	43,533	
Easton and Gordon	1	1	38.73	24,245	24,245	
Fernandina and Orlando	4	4	215.58	157,373	39,343	
Flomaton and Pensacola	1	1	44.84	28,070	28,070	
Florence and Augusta	3	3	164.37	119,990	39,997	
Fort Valley and Troy	2	2	156.20	97,781	48,890	
Gainesville and Social Circle ..	1	1	52.27	32,721	32,721	
Goodwater and Columbus	1	1	89.55	56,058	56,058	
Greenville and Columbia	3	3	144.09	90,200	30,066	
Greenville and Columbus	1	1	51.77	32,408	32,408	
Greenville and Laurens	1	1	36.85	23,068	23,068	
Greenwood and Jackson	2	2	98.83	61,868	30,934	
Griffin and Carrollton	1	1	60.37	37,792	37,792	
Jackson and Natches	2	2	99.55	72,673	36,336	
Jacksonville and Pensacola (eastern division).	4	4	207.85	151,731	37,943	
Jacksonville and Pensacola (western division).	2	2	161.17	117,664	58,827	
Jacksonville and Sanford	2	2	126.47	79,170	39,585	
Jacksonville and Tampa	4	4	241.54	176,324	44,081	
Jacksonville and Tampa	2	2	148.25	92,805	46,402	Helpers.
Leland and Glen Allan	1	1	41.00	25,666	25,666	
Lenoir and Lancaster	3	3	138.25	86,545	25,515	
Macon and Brunswick	4	4	190.60	139,138	34,784	
Macon and Montgomery	4	4	224.51	163,892	40,975	
Memphis and Grenada	2	2	143.30	102,419	51,209	Do.
Memphis and New Orleans (northern division).	2	2	101.60	74,168	37,084	
Memphis and New Orleans (southern division).	4	4	219.20	160,016	40,004	
Memphis and New Orleans (southern division).	4	4	235.50	171,915	42,979	
Memphis and Tupelo	2	2	104.99	65,724	32,862	
Meridian and New Orleans	3	3	193.24	122,846	40,948	
Meridian and Vickaburgh	3	3	140.70	102,711	34,227	
Middleton and Cotton Plant ...	1	1	38.35	22,755	22,755	
Monroe (n. c.) and Oakland	1	1	32.10	20,095	20,095	
Monticello and Macon	1	1	45.45	28,452	28,452	
Montgomery and New Orleans (day).	5	5	321.85	234,951	46,990	
Montgomery and New Orleans (night).	5	5	321.85	234,951	46,990	
Montgomery and New Orleans (night).	4	4	321.85	234,950	58,737	Do.
Montgomery and Selma	2	2	51.21	37,383	37,383	
Murphy and Marietta	2	2	109.02	68,247	34,123	
New Orleans and Houston (day).	5	5	362.74	264,800	52,960	
New Orleans and Houston (night).	5	5	362.74	264,800	52,960	
New Orleans and Houston	1	1	80.00	58,400	58,400	Helper.

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

FOURTH DIVISION—Continued.

Designation of railway post-office.	Crows.	Clerks on line.	Distance from	Annual service	Average annual	Remarks.
			register to register.	performed by clerks.	service by clerks.	
			Miles.	Miles.	Miles.	
New Orleans and Marshall	6	6	369.37	269,640	44,940	
Palatka and Bartow	3	3	195.80	122,571	40,644	
Rome and Selma	3	3	197.60	144,248	48,063	
Selma and Akron Junction	1	1	71.86	52,458	52,458	
Selma and Meridian	2	2	114.28	83,424	41,712	
Selma and Pine Apple	1	1	47.79	29,917	29,917	
Smithville and Blakeley	1	1	73.54	46,036	46,036	
Spartanburgh and Augusta	2	2	133.84	97,703	48,851	
Tallulah and Athens	2	2	72.78	45,548	22,774	
Tennille and Dublin	1	1	85.25	22,067	22,067	
Titusville and Sanford	1	1	47.00	29,422	29,422	
Toccoa and Elberton	1	1	51.45	32,208	32,208	
Vicksburgh and Shreveport ..	3	3	174.00	127,020	42,340	
Wadesborough and Florence ..	1	1	66.32	41,516	41,516	
Waldo and Cedar Keys	1	1	71.00	51,830	51,830	
Way Cross and Chattahoochee.	3	3	104.21	119,873	39,938	
West Point and Mobile	4	4	232.99	170,083	42,521	
Wilmington and Jacksonville (day).	3	3	193.80	141,474	47,158	Helper.
Wilmington and Jacksonville (northern division, night).	6	24	494.14	380,722	60,120	
Wilmington and Jacksonville (southern division, night).	3	3	212.00	154,760	51,587	
Wilmington and Jacksonville (southern division, night).	4	4	286.50	209,145	52,286	Helpers.
Wilmington and Jacksonville (southern division, night).	4	4	282.14	205,962	51,490	

FIFTH DIVISION.

Ashland and Richardson, Ky..	1	1	50.34	21,513	31,513	
Ashtabula, Ohio, and New Castle, Pa.	2	2	81.25	50,863	25,431	
Bayard and New Philadelphia, Ohio.	1	1	32.21	40,452	40,452	Two round trips daily, except Sunday.
Bellaire and Zanesville, Ohio ..	2	2	112.69	70,544	35,272	
Benton Harbor, Mich., and Anderson, Ind.	2	2	164.95	103,259	51,629	
Bowling Green, Ky., and Memphis, Tenn.	4	8	264.07	385,542	48,193	
Cambridge City and Madison, Ind.	3	3	109.03	96,792	32,264	Six trips per week between Cambridge City and Madison, Ind., distance 109.03 miles, and six trips per week between Columbus and Madison, Ind., 45.59 miles.
Canton and Sherodsville, Ohio.	1	1	48.44	30,323	30,323	
Carey and Delphos, Ohio	1	1	56.30	28,713	28,713	Established September 7, 1886.
Cecil and West Alexandria, Ohio.	2	2	110.75	62,821	21,410	Cecil and West Manchester R. P. O. extended to West Alexandria, Ohio; increase in distance, 13.07 miles, April 18, 1887.
Chattanooga and Memphis, Tenn.	5	5	310.83	226,906	45,381	
Chicago, Ill., and Cincinnati, Ohio.	4	16	307.16	769,129	48,071	Day line, six trips per week.
	4	24	307.16	1,345,361	56,057	Night line, seven trips per week.
Chicago, Ill., Richmond, and Cincinnati, Ohio.	4	4	295.41	184,927	46,232	
Chicago, Ill., and Louisville, Ky.	4	4	323.37	202,430	50,607	Day line.
	4	4	323.37	55,620	13,905	Night line, established April 6, 1887.

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

FIFTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	
Cincinnati, Hamilton, Ohio, and Indianapolis, Ind.	3	3	125.41	105,094	43,684	Double daily service, except Sunday, placed on this line February 23, 1887.
Cincinnati, Ohio, and Chattanooga, Tenn.	{ 4	8	236.02	490,580	61,324	Day line.
	{ 4	8	336.02	264,945	35,618	Night line, established December 1, 1886.
Cincinnati, Ohio, and Livingston, Ky.	3	3	155.54	97,368	32,456	
Cincinnati, Ohio, and Louisville, Ky.	{ 2	2	111.31	81,256	40,628	Night line.
	{ 2	2	111.31	81,256	40,628	Day line; these clerks act as helpers to Cincinnati and Nashville R. P. O.
Cincinnati, Ohio, and Nashville, Tenn.	{ 4	12	299.51	655,927	54,660	Day line.
	{ 4	12	230.51	655,927	54,660	Night line.
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.	2	2	130.01	81,386	40,695	
Cincinnati, Ohio, and Saint Louis, Mo.	{ 4	16	341.48	997,122	62,320	Day line.
	{ 4	20	341.48	1,246,402	62,320	Night line.
	{ 4	10	244.66	428,505	44,650	Day line; 2 helpers on this R. P. O. between Delaware and Cleveland, Ohio, 112.90 miles.
Cleveland and Cincinnati, Ohio.						Night line.
Cleveland and Coshocton, Ohio.	{ 4	12	244.66	535,805	44,650	
	{ 2	2	115.55	72,334	36,167	
Cleveland, Hudson, and Columbus, Ohio.	3	3	171.02	107,059	35,686	
Cleveland, Ohio, and Indianapolis, Ind.	4	8	283.00	413,180	51,648	
Cleveland and New Lisbon, Ohio.	2	2	93.24	58,308	29,184	
Cleveland, Ohio, and Pittsburgh, Pa.	9	12	149.30	394,550	32,879	
Cleveland, Ohio, and Wheeling, W. Va.	4	4	168.61	105,550	26,387	
Cleveland, Youngstown, Ohio, and Pittsburgh, Pa.	5	5	136.81	199,742	39,948	
Cleveland and Zoar Station, Ohio.	2	2	76.48	47,876	23,938	
Columbia and Fayetteville, Tenn.	1	1	49.11	30,743	30,743	
Columbia and Saint Joseph, Tenn.	1	1	57.69	35,738	35,738	
Columbus, Ohio, and Ashland, Ky.	4	4	132.56	165,966	41,491	Two round trips daily, except Sunday.
Columbus and Athens, Ohio...	3	3	77.49	97,017	32,359	Do.
Columbus and Cincinnati, Ohio.	2	2	121.08	75,796	37,898	
Columbus, Midland City, and Cincinnati, Ohio.	3	3	117.68	147,335	49,112	Do.
Columbus, Springfield, Ohio, and Indianapolis, Ind.	4	4	185.22	115,948	28,387	
Crestline, Ohio, and Chicago, Ill.	4	6	250.15	350,748	43,843	
Dayton and Ironton, Ohio.....	3	3	162.81	105,622	35,174	Previous to June 5, 1887, R. P. O. divided at Wellston, Ohio; does not run into Wellston, Ohio; 3 miles covered by closed pouches.
Delaware and Columbus, Ohio, Decherd and Fayetteville, Tenn.	1	1	25.49	15,957	15,957	
	1	1	40.30	25,228	25,228	
	1	1	40.30	90,538	30,179	R. P. O. discontinued June 3, 1887, and Delphos and Dayton and Dods and Cincinnati R. P. O. established.
Delphos and Cincinnati, Ohio.....						Established June 1, 1887.
Delphos and Dayton, Ohio.....	2	2	96.31	4,627	2,313	

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

FIFTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from registers to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			Miles.	Miles.	Miles.	
Dickson and Aetna, Tenn.....	1	1	43.73	23,846	23,846	
Douls and Cincinnati, Ohio....	1	1	36.73	2,738	2,738	
Dresden and Cincinnati, Ohio....	3	3	183.30	115,998	38,666	Established June 30, '87. Trains 11 and 12 through.
Dresden and Cincinnati, Ohio (short run).	3	2	.....	95,325	47,662	Trains 6 and 7 between Dresden and Morrow.
Evansville and Paducah, Ky....	2	2	150.65	94,307	47,103	River service.
Fairland and Martinsville, Ind..	1	1	67.73	23,050	23,050	
Fair Oaks and Brazil, Ind.....	2	2	118.89	68,952	34,476	Fair Oaks and Yeddo R. P. O. extended to Brazil, Ind., September 15, 1886; increase 42.10 miles.
Frankfort, Ind., and Saint Louis, Mo.	4	4	245.44	153,645	38,411	
Fort Branch and Mount Vernon, Ind.	1	1	38.72	24,239	24,239	
Fort Wayne and Cincinnati, Ohio.	3	3	178.81	111,935	37,312	
Georgetown and Cincinnati, Ohio.	1	1	47.44	29,697	29,697	
Greenup and Willard, Ky.....	1	1	36.10	19,277	19,277	Re-established August 24, 1886.
Grafton, W. Va., and Cincinnati, Ohio.	4	12	300.16	657,350	54,779	Day line.
Grafton, W. Va., and Chicago, Ill.	4	8	300.16	657,350	54,779	Night line.
Grafton, W. Va., and Chicago, Ill.	4	8	200.25	292,365	36,546	Eastern division.
Grand Rapids, Mich., and Cincinnati, Ohio.	4	8	359.75	450,407	56,301	Western division.
Grand Rapids, Mich., and Cincinnati, Ohio.	4	4	303.89	190,235	47,559	
Hamden and Portsmouth, Ohio.	1	1	56.34	35,269	35,269	
Henderson and Marion, Ky.....	1	1	64.86	11,908	11,908	R. P. O. service established on this line February 14, 1887, between Henderson and Commercial Point, Ky.; Henderson and Commercial Point R. P. O. extended to Marion, Ky., increase in distance 19.31 miles, May 27, 1887.
Huntington, W. Va., and Lexington, Ky.	2	2	140.29	87,823	43,911	
Indianapolis, Ind., and Decatur, Ill.	3	3	152.50	95,465	31,822	
Indianapolis, Ind., and Louisville, Ky.	2	3	111.21	124,188	41,396	Day line; 1 helper between Indianapolis and Seymour, Ind., 58.91 miles.
Indianapolis, Ind., and Louisville, Ky.	2	3	111.21	124,188	41,396	Night line; 1 helper between Indianapolis, Ind., and Seymour, 58.91 miles.
Indianapolis, Ind., and Peoria, Ill.	4	6	212.42	205,716	34,286	2 helpers on line between Indianapolis, Ind., and Urbana, Ill., 116.50 miles.
Indianapolis, Ind., and Saint Louis, Mo.	4	6	265.72	321,639	41,585	Previous to May 19, 1887, 2 through men on line. After that date 1 through man to each crew, and 2 helpers between Indianapolis and Mattoon, Ill., 168.70 miles.
Indianapolis, and Terre Haute, Ind.	1	1	73.25	45,855	45,855	
Indianapolis, Ind., Vandalia, Ill., and Saint Louis, Mo.	4	4	240.72	150,691	37,673	

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

FIFTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from	Annual service	Average annual	Remarks.
			register to register.	performed by clerks.	service by clerks.	
			Miles.	Miles.	Miles.	
Indianapolis and Vincennes, Ind.	2	2	116.70	73,054	36,527	
Itman, Tenn., and Bridgeport, Ala.	1	1	25.05	15,081	15,081	
Jasper and Evansville, Ind.	1	1	56.16	35,156	35,156	
Johnsonville, Tenn., and Waterloo, Ala.	4	4	148.00	30,784	7,690	River service; 3 round trips per week.
Kent and Cincinnati, Ohio.	4	4	254.26	159,167	39,792	
Lebanon and Greensburgh, Ky.	1	1	31.84	19,332	19,332	
Lebanon and Nashville, Tenn.	1	1	31.99	40,052	40,052	Two round trips daily, except Sunday.
Lexington and Louisville, Ky.	2	2	94.71	59,288	29,644	
Logansport, Ind., and Columbus, Ohio.	3	3	198.71	124,392	41,464	
Logan and Nelsonville, Ohio.	1	1	32.96	20,633	20,633	
Logan and Pomeroy, Ohio.	3	3	83.47	104,504	34,835	Do.
Louisville and Bardstown, Ky.	1	1	41.40	25,916	25,916	
Louisville and Bloomfield, Ky.	1	1	58.16	30,408	30,408	
Louisville, Ky., and Nashville, Tenn.	3	3	186.13	85,248	28,416	Established November 14, 1886.
Louisville, Ky., and Evansville, Ind.	3	3	217.72	136,293	45,431	River service.
Louisville, Ky., and Knoxville, Tenn.	3	3	201.94	147,416	49,139	Day line; Louisville, Ky., to Jellico, Tenn.
	4	4	267.21	162,230	40,560	Night line. Previous to December 20, 1885, run between Junction City and Knoxville, 171.79 miles.
Louisville and Paducah, Ky.	4	4	228.12	166,528	41,632	
Louisville, Ky., and Saint Louis, Mo.	4	4	268.57	196,056	49,014	
Marietta and Amesville, Ohio	1	1	30.52	12,208	12,208	Established November 10, 1886.
McConnellsville and Marietta, Ohio.	1	1	46.39	42,378	42,378	River service.
Marion, Ohio, and Chicago, Ill.	4	4	270.12	169,095	42,274	
Maysville, Paris, Ky., and Cincinnati, Ohio.	2	2	130.32	81,580	40,790	
Michigan City and Indianapolis, Ind.	3	3	161.18	100,899	33,633	
Michigan City, Monon, and Indianapolis, Ind.	3	3	154.67	96,823	32,274	
Nashville and Chattanooga, Tenn.	3	3	151.62	110,683	36,594	Trains 1 and 2 daily.
	2	2	151.62	94,914	47,457	Trains 5 and 6 daily, except Sunday.
Nashville, Tenn., and Hickman, Ky.	3	4	163.49	154,647	35,367	1 helper between Nashville and McKenzie, Tenn., 4 days in week, 116.70 miles.
Nashville, Tenn., and Montgomery, Ala.	4	8	306.05	446,833	65,854	
Newark and Shawnee, Ohio.	1	1	43.63	27,312	27,312	
Nashville, Tenn., and Saint Louis, Mo.	4	6	321.63	345,064	57,511	Day line. Previous to September 22, 1886, this was the Evansville and Nashville R. P. O. 3 through clerks and 2 helpers; after that date consolidated with Evansville and Saint Louis R. P. O. with 4 through clerks and 2 helpers.
Nashville, Tenn., and Saint Louis, Mo.	4	6	321.63	199,966	33,328	Service established on night trains December 6, 1886.
New Castle and North Vernon, Ind.	1	1	60.89	43,751	43,751	

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

FIFTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	
Owensborough and Russellville, Ky.	1	1	72.70	53,071	53,071	
Paducah, Ky., and Cairo, Ill. . .	1	1	51.21	32,057	32,057	River service.
Paducah, Ky., and Memphis, Tenn.	3	3	167.26	122,100	40,700	
Painesville and Warren, Ohio. . .	1	1	46.75	32,797	32,797	Painesville and Youngstown R. P. O. curtailed to end at Warren, Ohio, decrease 16.66 miles, November 2, 1886.
Parkersburgh, W. Va., and Cincinnati, Ohio.	4	4	106.21	122,827	30,707	
Phalanx Station and Alliance, Ohio.	1	1	25.38	15,888	15,888	
Pittsburgh, Pa., and Akron, Ohio.	2	2	136.31	85,330	42,665	
Pittsburgh, Pa., and Bellaire, Ohio.	2	2	94.80	59,345	29,673	
Pittsburgh, Pa., and Chicago, Ill.	3	3	188.95	413,800	45,978	Eastern Division.
Pittsburgh, Pa., and Crestline, Ohio.	4	12	280.15	813,628	51,127	Western Division.
	4	6	188.95	193,907	32,651	2 helpers between Pittsburgh, Pa., and Orrville, Ohio, 124 miles.
Pittsburgh, Pa., Steubenville, Ohio, and Wheeling, W. Va.	1	1	69.04	43,219	43,219	
Pittsburgh, Pa., and Cincinnati, Ohio.	4	16	312.74	916,121	57,257	Day line.
	4	12	313.74	687,091	57,257	Night line.
Portsmouth and Cincinnati, Ohio.	2	2	107.89	67,539	33,769	
Richmond and Stanford, Ky. . .	2	2	128.67	60,581	30,290	River service.
	1	1	35.47	22,204	22,204	
Sandusky, Ohio, and Bloomington, Ill.	4	5	263.05	222,324	44,465	Eastern division, Sandusky, Ohio, to La Fayette, Ind.; 1 helper between Sandusky and Lima, Ohio 92.10 miles.
	2	2	116.75	73,086	36,543	West division, La Fayette, Ind., to Bloomington, Ill.
Pittsburgh, Pa., and Saint Louis, Mo.	5	40	381.00	2,225,040	55,626	Eastern division; day line.
	5	30	381.00	1,668,780	55,626	Eastern division; night line.
Pittsburgh, Pa., and Saint Louis, Mo.	4	24	240.72	1,054,354	43,931	Western division; day line.
	4	24	240.72	1,054,354	43,931	Western division; night line.
Sandusky, Newark, Ohio, and Wheeling, W. Va.	4	8	225.75	329,595	41,199	
Sandusky and Springfield, Ohio.	3	3	130.73	81,837	27,279	
Sparta and Tullahoma, Tenn. . .	1	1	61.60	38,186	38,186	
Springfield and Wellston, Ohio.	2	2	118.53	74,200	37,100	
South Bend and Terre Haute, Ind.	3	3	184.21	115,315	38,438	
Switz City and Bedford, Ind. . .	1	1	41.54	26,004	26,004	
Terre Haute and Evansville, Ind.	2	2	110.31	69,054	34,527	
Terre Haute, Washington and Evansville, Ind.	2	2	139.41	85,163	42,581	
Toledo and Charleston, W. Va.	6	6	312.19	219,101	36,517	
Toledo and Cincinnati, Ohio. . .	4	8	204.49	254,769	31,846	Day line.
	4	8	204.49	297,095	37,137	Night line.
Toledo and Columbus, Ohio. . . .	2	2	123.89	78,494	39,247	
Toledo and Findlay, Ohio.	1	1	45.64	28,596	28,596	
Toledo, Ohio, and Frankfort, Ind.	4	4	207.68	130,008	32,502	
Toledo, Ohio, and La Fayette, Ind.	4	4	204.91	128,274	32,068	
Toledo and Mansfield, Ohio. . . .	2	2	87.13	54,543	27,271	
Toledo and Marietta, Ohio.	4	4	203.00	164,638	41,159	

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

FIFTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from	Annual service	Average annual	Remarks.
			register to register.	performed by clerks.	service by clerks.	
			Miles.	Miles.	Miles.	
Toledo, Ohio, and Saint Louis, Mo.	6	32	437.93	1,663,489	55,616	2 helpers 3 days in the week between Toledo, Ohio, and Attica, Ind., 234.50 miles.
Tracy City and Cowan, Tenn.	1	1	21.08	13,196	13,196	
Union City, Ind., and Dayton, Ohio.	1	1	47.46	29,710	29,710	
Xenia, Ohio, and Richmond, Ind.	1	1	58.35	36,527	36,527	
Zanesville and Columbus, Ohio.	1	1	68.11	37,586	37,586	R. P. O. service established between Redfield and Columbus July 27, 1886; January 24, 1887, extended to Zanesville, Ohio; increase 11 miles. Established March 24, 1887.
Zanesville and McConnellsville, Ohio.	1	1	28.75	4,888	4,888	

SIXTH DIVISION.

Albert Lea, Minn., and Burlington, Iowa.	}	4	8	253.14	316,931	39,616	Through run. Short run, Cedar Falls to Burlington, Iowa.
		2	2	169.40	106,044	53,022	
Ashland and Abbotsford, Wis.	}	2	2	133.70	83,696	41,848	West division, Ashland to Appleton. East division, Appleton to Milwaukee.
Ashland and Milwaukee, Wis.		4	4	272.20	170,397	42,569	
	}	2	2	120.67	75,539	37,769	
Ashland, Wis., and Saint Paul, Minn.		3	3	184.22	115,322	38,440	
Austin, Minn., and Mason City, Iowa.		1	1	40.74	25,503	25,503	
Beardstown and Shawneetown, Ill.		4	4	228.35	142,947	35,737	
Belle Plaine and Muccachinock, Iowa.		1	1	62.90	39,375	39,375	
Bellevue and Cascade, Iowa.		1	1	36.32	22,736	22,736	
Bement and Edingham, Ill.		1	1	62.26	38,975	38,975	
Bethany Junction, Iowa, and Grant City, Mo.		1	1	44.28	27,719	27,719	
Billings and Helena, Mont.		4	4	246.25	175,882	43,845	
Bloomington and Roodhouse, Ill.		2	2	110.75	69,330	34,665	
Bluffs, Ill., and Hannibal, Mo.		1	1	50.01	31,806	31,306	
Boone and Des Moines, Iowa.		1	1	43.30	27,106	27,106	
Boundary Line and Saint Paul, Minn.		6	6	391.80	286,014	47,609	
Buda and Yates City, Ill.		1	1	48.35	30,267	30,267	
Bureau and Peoria, Ill.		1	1	47.03	29,441	29,441	
Burlington, Iowa, and Carrollton, Mo.		4	4	220.57	138,077	34,519	
Burlington and Council Bluffs, Iowa.	}	4	16	291.00	849,720	53,108	Day line. Night line.
		4	12	291.00	637,290	53,108	
Burlington and Oskaloosa, Iowa.		2	2	105.00	65,730	32,865	
Burlington, Iowa, and Quincy, Ill.		1	1	72.00	45,072	45,072	
Burlington, Iowa, and Saint Louis, Mo.		4	5	214.19	174,147	34,820	1 helper runs 40.06 miles.
Caledonia and Spring Valley, Ill.		1	1	85.74	53,673	53,673	
Calmar, Iowa, and Chamberlain, Dak.	}	4	8	209.40	251,152	31,394	Eastern division, Calmar to Sanborn, Iowa. Western division, Sanborn, Iowa, to Chamberlain, Dak.
		3	5	198.62	205,611	40,722	
Calmar and Davenport, Iowa.		3	3	165.70	103,728	24,576	
Carroll and Kingsley, Iowa.		1	1	92.20	57,717	57,717	

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

SIXTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	
Cedar Falls, and Des Moines, Iowa.	2	2	107.40	87,232	33,816	
Cedar Rapids and Council Bluffs, Iowa.	4	8	270.77	395,324	49,415	Day line.
Cedar Rapids and Ottumwa, Iowa.	4	8	270.77	398,824	49,415	Night line.
	2	2	90.94	56,928	23,464	
Cedar Rapids and Watertown, Iowa.	4	4	207.32	129,782	32,445	Eastern division, Cedar Rapids to Estherville.
	3	3	193.01	120,824	40,275	Western division, Estherville to Watertown.
Centralia and Cairo, Ill.	2	4	112.79	141,212	35,303	
Chadron, Nebr., and Douglas, Wyo.	2	2	140.38	87,878	43,939	
Champaign and Havana, Ill.	2	2	101.07	63,270	31,635	
Chicago, Ill., and Burlington, Iowa.	4	16	207.50	605,900	87,869	Day line.
	4	22	207.50	859,413	209,064	2 helpers run 102,038 miles, fast mail.
Chicago, Ill., and Cedar Rapids, Iowa.	4	12	220.40	482,676	40,223	Day line.
	4	14	220.40	601,490	42,964	Night line; 2 helpers run 118,814 miles.
Chicago and Centralia, Ill.	4	10	252.96	396,646	39,665	Day line; 2 helpers run 79,940 miles.
Chicago, Decatur, Ill., and Saint Louis, Mo.	4	12	252.96	553,983	46,165	Night line.
Chicago, Forreston, Ill., and Dubuque, Iowa.	4	4	286.80	179,587	44,884	
Chicago, Freeport, Ill., and Dubuque, Iowa.	3	6	200.04	250,450	41,741	
Chicago, Ill., McGregor, Iowa, and Saint Paul, Minn.	3	9	189.72	356,295	39,588	
	4	8	238.11	298,100	37,262	Eastern division, Chicago to McGregor.
	4	6	212.52	201,904	33,651	Western division, McGregor to Saint Paul; 2 helpers run 63,860 miles.
	6	29	423.15	1,512,697	52,162	Trains 9, 1, and 4; 5 helpers run 277,101 miles.
Chicago, Ill., and Minneapolis, Minn.	6	32	423.15	1,683,508	52,609	Trains 55 and 3; 8 helpers run 447,912 miles.
	3	11	177.99	395,694	39,569	Short run, Chicago, Ill., to Portage, Wis.; 2 helpers run 61,410 miles.
	2	2	197.71	123,766	61,883	Short run, Milwaukee to La Crosse, Wis.
Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn.	3	3	187.15	117,156	39,052	Eastern division, Chicago, Ill., to Neenah, Wis.
	4	6	286.35	286,489	47,748	Western division, Neenah, Wis., to Minneapolis, Minn; 2 helpers run 107,234 miles.
Chicago and Pekin, Ill.	3	3	153.00	95,778	31,926	
Chicago and Quincy, Ill.	4	22	263.50	1,080,765	49,125	Through run; 2 helpers run 118,900 miles.
	2	10	100.00	365,000	36,500	Short run, Galasburgh to Quincy.
Chicago, Ill., and Saint Louis, Mo.	4	12	284.70	534,666	44,655	Day line.
	4	14	284.70	715,636	51,131	Night line; 2 helpers run 92,345 miles.
Chicago, Savanna, Ill., and Cedar Rapids, Iowa.	4	6	233.44	249,736	41,622	2 helpers run 103,603 miles.
Chicago and Streator, Ill.	2	2	97.70	61,180	30,580	
Chicago, Ill., and Terre Haute, Ind.	3	3	180.02	112,692	37,564	
Chicago, Ill., and West Liberty, Iowa.	4	12	221.52	485,127	40,427	Day line.
	4	12	221.52	485,127	40,427	Night line.

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

SIXTH DIVISION—Continued.

Designation of railway post-office.	Crows.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			Miles.	Miles.	Miles.	
Chicago, Ill., and Winona, Minn.	4	3	297.70	434,642	54,330	Day line. Night line.
	4	3	297.70	372,720	46,500	
Clarinda, Iowa, and Corning, Mo.	1	1	46.36	29,021	29,021	
Clinton and Anamosa, Iowa.	2	2	71.90	44,947	22,474	
Clinton and Iowa City, Iowa.	1	1	78.41	49,085	49,085	
Columbus and Albion, Nebr.	1	1	43.45	27,200	27,200	
Columbus, Nebr., and Atchison, Kans.	4	4	220.50	138,053	34,508	
Covington and Norfolk, Nebr.	1	1	73.96	46,299	46,299	
Creighton and Norfolk, Nebr.	1	1	42.40	26,542	26,542	
Creston and Cumberland, Iowa.	1	1	50.34	31,513	31,513	
Crete and Red Cloud, Nebr.	2	2	150.11	95,069	46,984	
Crookston, Minn., and Towner, Dak.	3	3	190.27	119,109	39,703	
Danville and Cairo, Ill.	4	4	259.03	162,153	40,538	
Danville and Olney, Ill.	2	2	103.82	68,121	54,060	
Davenport, Iowa, and Atchison, Kans.	4	3	337.35	422,362	52,795	
Decorah and Cedar Rapids, Iowa.	2	2	122.06	76,400	38,204	
Des Moines and Albia, Iowa.	2	2	63.46	49,976	24,988	
Des Moines, Iowa, and Cainesville, Mo.	2	2	116.55	72,960	36,480	
Des Moines and Harvey, Iowa.	1	1	44.74	28,007	28,007	
Des Moines and Keokuk, Iowa.	3	3	163.08	162,088	34,029	
Des Moines, Iowa, and Saint Joseph, Mo.	4	5	200.06	144,997	28,999	
Des Moines and Sioux City, Iowa.	4	4	238.64	149,388	37,347	
De Moines and Winterset, Iowa.	1	1	42.90	26,855	26,855	
De Witt and Superior, Nebr.	1	1	85.75	53,679	53,679	
Dubuque, Iowa, and Mendota, Ill.	2	3	132.29	122,557	40,852	1 helper runs 39.74 miles.
Dubuque and Sioux City, Iowa.	5	7	327.64	207,015	43,859	Day line; 2 helpers run 101.912 miles.
	5	7	327.64	287,735	41,105	Night line; 2 helpers run 82.632 miles.
Duluth and Brainerd, Minn.	2	2	114.67	83,709	41,854	
Duluth, Minn., and Eau Claire, Wis.	2	2	160.80	100,601	50,300	
Duluth and Saint Paul, Minn.	3	3	154.80	96,905	48,452	
Dwight and Washington, Ill.	1	1	70.13	43,901	43,901	
Eau Claire, Wis., and Wabasha, Minn.	1	1	49.40	30,924	30,924	
Edgar and Curtis, Nebr.	2	2	154.30	96,592	48,296	
Egan, Dak., and Sioux City, Iowa.	2	2	125.38	78,488	39,244	
Fairmont and Chester, Nebr.	1	1	48.00	30,048	30,048	
Fairmont, Dak., and Minneapolis, Minn.	3	3	192.50	120,505	40,168	
Fargo, Dak., Barnesville and Saint Paul, Minn.	4	4	243.36	152,343	38,085	
Fargo and La Moure, Dak.	1	1	88.15	55,182	55,182	
Farmley and Cedar Rapids, Iowa.	1	1	57.81	36,189	36,189	
Fonda and Des Moines, Iowa.	2	2	115.17	72,006	36,004	
Fond du Lac and Milwaukee, Wis.	1	1	64.18	40,177	40,177	
Forreston and Aurora, Ill.	2	2	81.58	51,069	25,535	
Fort Howard, Wis., and Chicago, Ill.	4	8	243.33	304,650	38,081	
Fort Howard, Wis., and Winona, Minn.	3	3	215.40	134,840	44,946	
Fremont and Lincoln, Nebr.	1	1	52.67	32,870	32,870	
Galesburg and Havana, Ill.	1	1	62.03	38,831	38,831	
Galva, Ill., and Burlington, Iowa.	1	1	85.15	53,304	53,304	
Gilman and Springfield, Ill.	2	2	112.77	70,594	35,297	
Glendive and Billings, Mont.	4	4	255.28	164,454	41,113	
Green Bay and Milwaukee, Wis.	2	2	114.50	71,677	35,838	
Green River, Wyo., and Huntington, Ore.	7	7	571.22	416,901	59,570	

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

SIXTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			Miles.	Miles.	Miles.	
Hastings and Cologne, Minn. . .	1	1	55.88	34,981	34,981	
Havana and Springfield, Ill. . . .	1	1	48.12	30,123	30,123	
Hayfield, Minn., and Dubuque, Iowa.	3	3	172.70	108,110	36,037	
Heron Lake and Pipe Stone, Minn.	1	1	55.33	34,636	34,636	
Horicon and Portage, Wis.	1	1	53.17	33,284	33,284	
Humeston and Shenandoah, Iowa.	2	2	113.91	71,307	35,653	
Iron Mountain, Mich., and Green Bay, Wis.	1	1	96.04	60,121	60,121	
Ishpeming, Mich., and Fort Howard, Wis.	3	5	179.50	213,452	42,690	2 helpers run 82,417 miles.
Jacksonville and Centralia, Ill.	2	2	112.60	70,487	35,243	
Jamestown and Oakes, Dak. . . .	1	1	69.31	50,596	50,596	
Kankakee and Kankakee Junction, Ill.	1	1	71.52	44,771	44,771	
Kankakee and Seneca, Ill.	1	1	43.30	27,106	27,106	
Kansas City, Mo., and Oxford, Nebr.	4	6	344.08	320,149	54,358	2 helpers run 74,971 miles.
Kempston and Bloomington, Ill.	1	1	57.77	36,164	36,164	
Keosha, Wis., and Rockford, Ill.	1	1	73.42	45,961	45,961	
Keokuk and Humeston, Iowa. . .	2	2	132.05	82,663	41,331	
Keokuk and Clayton, Ill.	1	1	43.09	26,974	26,974	
La Crosse, Wis., and Dubuque, Iowa.	2	2	122.47	76,666	38,333	
La Crosse, Wis., and Woonsocket, Dak.	6 3	6 3	400.45 215.54	250,682 134,923	41,780 44,970	Through run, Short run, La Crosse to Jackson.
La Fayette, Ind., and Quincy, Ill.	4	12	271.00	508,938	42,412	
Lake Crystal, Minn., and Eagle Grove, Iowa.	2	2	110.48	69,160	34,580	
Lake Geneva, Wis., and Elgin, Ill.	1	1	44.15	27,638	27,638	
Lake Station, Ind., and Joliet, Ill.	1	1	45.68	28,596	28,596	
Larimore, Dak., and Breckenridge, Minn.	2	2	131.40	82,256	41,128	
Litchfield and Kampsville, Ill. .	1	1	68.68	36,733	36,733	
Little Falls and Morris, Minn. . .	1	1	88.33	55,294	55,294	
Logansport, Ind., and Keokuk, Iowa.	3 2	6 2	171.52 111.50	214,743 69,799	35,799 34,890	East division, Logansport to Peoria. West division, Peoria to Keokuk.
Loup City and Grand Island, Nebr.	1	1	61.20	38,311	38,311	
McCook, Nebr., and Denver, Colo.	3	3	255.53	186,537	62,179	
McLeansborough and Shawneetown, Ill.	1	1	41.00	25,666	25,666	
Mandan, Dak., and Glendive, Mont.	4	4	215.92	157,621	39,405	
Mankato and Wells, Minn.	1	1	38.26	23,951	23,951	
Maquoketa and Davenport, Iowa.	1	1	43.85	27,450	27,450	
Marion and Council Bluffs, Iowa.	4	4	261.90	163,919	40,987	
Marshalltown and Story City, Iowa.	1	1	39.55	24,758	24,748	
Marion and Running Water, Dak.	1	1	62.72	39,263	39,263	
Marquette and Houghton, Mich.	2	2	95.20	69,496	34,748	
Mason City and Albia, Iowa. . . .	3	5	109.55	215,460	43,090	2 helpers run 91,709 miles.
Mason City and Fort Dodge, Iowa.	1	1	73.05	45,729	45,729	
Mendota and Centralia, Ill.	4	7	211.99	234,029	33,433	3 helpers run 101,223 miles.
Mendota and Fulton, Ill.	1	1	65.26	40,853	40,853	
Merrill and Tomah, Wis.	2	2	107.50	67,293	33,648	

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

SIXTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance, from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	
Milton and Mineral Point, Wis.	2	2	90.66	56,753	28,376	
Milwaukee, Wis., and Chicago, Ill.	4	4	86.14	107,848	26,962	Double daily line, except Sunday.
Milwaukee and Lancaster, Wis.	3	3	168.40	105,418	35,139	
Milwaukee and Prairie du Chien, Wis.	4	6	194.50	229,592	38,332	2 helpers run 108,235 miles.
Minneapolis, Minn., and Fargo, Dak.	4	4	298.45	186,830	46,708	
Minneapolis, Minn., and Savanna, Ill.	4	4	297.85	186,329	46,582	
Minnewaukon and Jamestown, Dak.	2	2	90.07	47,384	23,692	
Missouri Valley, Iowa, and Rapid City, Dak.	4	8	297.42	434,233	54,279	East division, Missouri Valley to Long Pine.
		5	251.50	183,595	36,719	West division, Long Pine to Rapid City.
Montford, Wis., and Galena, Ill.	1	1	56.08	35,106	35,106	
Mount Pleasant and Keokuk, Iowa.	1	1	50.40	31,550	31,550	
Muscatine and Montezuma, Iowa.	2	2	96.87	60,640	30,320	
Nebraska City and Beatrice, Nebr.	2	2	95.24	59,620	29,810	
Nebraska City and Broken Bow, Nebr.	4	4	230.44	144,255	36,064	
Neche, Dak., and Saint Paul, Minn.	6	8	425.76	396,215	49,527	Through run; 2 helpers run 85,410 miles.
		2	168.18	99,020	49,510	Short run, Saint Paul to Morris, Minn.
Norfolk and Columbus, Nebr.	1	1	50.64	31,700	31,700	
North Judson, Ind., and Streator, Ill.	2	2	110.20	68,985	34,492	
Okes, Dak., and Hawarden, Iowa.	4	4	260.60	190,238	47,559	
Oconto and Clintonville, Wis.	1	1	56.75	35,525	35,525	
Omaha and McCook, Nebr.	4	8	284.70	415,662	51,958	
Omaha, Nebr., and Marysville, Kans.	3	3	171.90	125,553	41,851	
Omaha, Nebr., and Ogden, Utah.	11	11	1,035.30	755,769	68,706	Through run.
		6	618.00	1,134,420	63,023	Short run, Omaha, Nebr., to Cheyenne, Wyo.
	4	10	293.26	614,660	61,466	Short run, Omaha to North Platte, Nebr.; 2 helpers run 186,860 miles.
Ord and Grand Island, Nebr.	1	1	61.40	38,436	38,436	
Ortonville, Minn., and Mitchell, Dak.	4	4	237.06	173,054	43,263	
Oshkosh and Milwaukee, Wis.	2	2	104.90	65,667	32,833	
Pacific Junction, Iowa, and McCook, Nebr.	4	10	288.70	536,528	53,552	2 helpers run 114,026 miles.
Peoria, Ill., and Evansville, Ind.	4	4	250.10	156,562	39,140	
Peoria and Galesburg, Ill.	1	1	52.80	33,053	33,053	
Peoria and Jacksonville, Ill.	2	2	84.50	52,897	26,443	
Peoria, Ill., and Oskaloosa, Iowa.	3	3	190.82	119,453	39,818	
Pinkneyville and Marion, Ill.	1	1	52.82	33,065	33,065	
Portage and Madison, Wis.	1	1	40.51	25,259	25,259	
Powers, Mich., and Florence, Wis.	1	1	42.00	30,660	30,660	
Quincy, Ill., and Louisiana, Mo.	1	1	44.96	28,145	28,145	
Racine, Wis., and Rock Island, Ill.	4	4	198.88	123,873	30,968	
Red Cloud, Nebr., and Oberlin, Kans.	1	1	110.04	74,894	74,894	
Red Oak, Iowa, and Nebraska City, Nebr.	1	1	53.69	33,610	33,610	
Red Wing and Waterville, Minn.	1	1	66.73	41,773	41,773	

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

SIXTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from	Annual service	Average annual	Remarks.
			register to register.	performed by clerks.	service by clerks.	
			Miles.	Miles.	Miles.	
Reno and Preston, Minn.....	1	1	57.70	36,120	36,120	
Rock Island, Ill., and Saint Louis, Mo.	4	4	248.99	181,763	45,441	
Rock Island and Peoria, Ill....	2	2	92.20	57,717	28,858	
Ruthven and Des Moines, Iowa.	2	2	137.59	86,131	43,065	
Saint Cloud and Willmar, Minn.	1	1	58.61	36,690	36,690	
Saint Louis, Mo., and Cairo, Ill.	3	3	153.60	96,153	32,051	
Saint Louis, Mo., and Eldorado, Ill.	2	3	124.50	123,635	41,212	1 helper runs 45,698 miles.
Saint Paul, Minn., and Mandan, Dak.	{ 6	12	477.00	696,420	58,035	Through run.
	{ 4	4	277.10	173,464	43,366	Short run, Saint Paul, Minn., to Fargo, Dak.
Saint Paul, Minn., and Council Bluffs, Iowa.	{ 5	10	368.67	538,258	53,822	Through run.
	{ 4	4	270.42	169,289	42,326	Short run, Saint Paul, Minn., to Sioux City, Iowa.
Saint Paul, Minn., and Des Moines, Iowa.	{ 4	4	310.00	194,060	48,515	Through run.
	{ 2	2	121.05	82,366	44,183	Short run, Saint Paul, to Albert Lea, Minn.
Saint Paul, Minn., and Elroy, Wis.	4	5	197.08	260,297	40,059	1 helper, runs 56,429 miles.
Saint Paul, Minn., and Waterloo, Iowa.	3	3	191.90	120,129	40,043	
Saint Paul, Minn., and Watertown, Dak.	4	4	236.23	147,880	36,970	
Scribner and Lindsay, Nebr....	1	1	64.11	40,133	40,133	
Shabbona and Sterling, Ill....	1	1	46.94	29,378	24,378	
Sheboygan and Princeton, Wis.	2	2	79.06	49,401	24,745	
Sioux City and Missouri Valley, Iowa.	2	2	76.10	55,553	27,776	
Sioux City, Iowa, and Omaha, Nebr.	2	2	124.06	77,661	38,830	
Sioux City, Iowa, and Mitchell, Dak.	2	2	138.02	86,400	43,200	
Sparta and Viroqua, Wis.....	1	1	35.65	22,317	22,317	
Springfield and Grafton, Ill....	2	2	85.30	53,398	26,699	
Sterling and Rock Island, Ill....	1	1	52.43	32,821	32,821	
Stevens Point and Portage, Wis.	1	1	73.84	46,224	46,224	
Streater and Fairbury, Ill....	1	1	31.98	20,019	20,019	
Suauer and Hampton, Iowa....	1	1	65.33	40,896	40,896	
Switz City, Ind., and Effingham, Ill.	1	1	90.58	56,703	56,703	
Table Rock, Nebr., and Concordia, Kans.	2	2	120.30	75,308	37,654	
Tama and Harwarden, Iowa....	4	4	243.34	152,331	38,083	
Tamara and Chester, Ill.....	1	1	40.79	25,534	25,534	
Terre Haute, Ind., and Peoria, Ill.	3	3	176.90	110,739	36,913	
Tracy, Minn., and Pierre, Dak.	4	6	255.69	273,013	45,502	
Tracy, Minn., and Redfield, Dak.	3	3	104.14	102,752	34,250	
Turkey River and West Union, Iowa.	1	1	58.34	36,521	36,521	
Valparaiso and Stromsburg, Nebr.	1	1	62.88	33,103	33,103	
Willsca, Iowa, and Bigelow, Mo.	1	1	69.24	43,344	43,344	
Wabasha and Zumbrota, Minn.	1	1	59.20	37,059	37,059	
Wadena and Fergus Falls, Minn.	1	1	53.36	33,403	33,403	
Washington and Knoxville, Iowa.	1	1	77.94	48,790	48,790	
Watertown and Madison, Wis.	1	1	77.94	48,790	48,790	
Weeping Water and Lincoln, Nebr.	1	1	35.11	25,639	25,639	
West Lebanon, Ind., and Le Roy, Ill.	1	1	76.20	48,463	48,463	
West Liberty and Council Bluffs, Iowa.	{ 4	8	279.36	407,866	50,983	Day line.
	{ 4	8	279.36	407,866	50,983	Night line

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

SIXTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	
White Heath and Decatur, Ill.	1	1	29.70	18,592	18,592	
Winona and Tracy, Minn.	4	6	229.43	184,813	80,719	2 helpers run 40,690 miles.
Worthington, Minn., and Sloux Falls, Dak.	1	1	62.50	89,125	39,125	
Yates City and Rushville, Ill.	1	1	63.95	40,033	40,033	

SEVENTH DIVISION.

Albuquerque, N. Mex., and El Paso, Tex.	4	4	255.69	186,654	46,664	
Albuquerque, N. Mex., and Los Angeles, Cal.	8	8	887.95	648,204	81,026	
Albuquerque, N. Mex., and Los Angeles, Cal. (short run).	2	2	253.00	184,690	92,345	Helpers between Albuquerque, N. Mex., and Holbrook, Ariz.
Antonito, Colo., and Santa Fé, N. Mex.	2	2	130.00	81,380	40,690	
Arcadia and Cherry Vale, Kans.	1	1	81.69	59,634	59,634	
Arkansas City and Warren, Ark.	1	1	56.66	35,469	35,469	
Atchison and Lenora, Kans.	4	8	293.31	428,232	53,529	
Atchison and Lenora, Kans. (short run).	2	2	113.00	82,400	41,245	Helpers between Atchison and Greenleaf, Kans.
Atchison and Topeka, Kans.	1	1	51.20	37,376	37,376	
Beaumont and Bluff, Kans.	2	2	106.14	77,482	38,741	
Belle Plaine and Stafford, Kans.	2	2	91.90	67,087	33,544	
Beloit and Solomon City, Kans.	1	1	57.86	42,238	42,238	
Bolivar and North Springfield, Mo.	1	1	39.42	24,677	24,677	
Boonville and Versailles, Mo.	1	1	44.69	43,626	43,626	Double daily service over 25 miles.
Bremond and Albany, Tex.	3	3	230.89	109,240	36,413	Tri-weekly service over 141.89 miles.
Burnet and Austin, Tex.	1	1	60.72	38,011	38,011	
Butler, Mo., and Le Roy, Kans.	1	1	79.83	58,276	58,276	
Cairo, Ill., and Poplar Bluff, Mo.	2	2	74.50	54,385	27,193	
Cairo, Ill., and Texarkana, Ark.	4	4	276.71	197,618	49,405	
Cairo to Pine Bluff.	3	3	151.76	110,785	36,928	
Pine Bluff to Texarkana.	1	1	52.01	32,558	32,558	
Cape Girardeau and Wappapello, Mo.	2	2	95.00	60,350	34,675	
Chanute and Cedar Vale, Kans.	2	2	107.39	78,395	39,198	
Cheyenne, Wyo., and Denver, Colo.	1	1	66.81	48,771	48,771	
Colmesneil and Trinity, Tex.	2	2	121.60	88,768	44,384	
Come and Gunnison, Colo.	1	1	70.77	51,662	51,662	
Concordia and Junction City, Kans.	1	1				
Council Bluffs, Iowa, and Kansas City, Mo.	3	6	196.53	286,934	47,822	
Day line.	1	1	67.00	48,910	48,910	Helper between Saint Joseph and Kansas City, Mo.
Day line (short run).	1	1				
Night line.	3	3	196.53	143,467	47,822	
Night line (short run).	1	1	67.00	48,910	48,910	
Council Bluffs, Iowa, and Moberly, Mo.	4	4	263.50	192,355	48,089	Do.
Creston, Iowa, and Saint Joseph, Mo.	2	2	104.47	65,398	32,699	
Creston, Iowa, and Saint Joseph, Mo. (short run).	1	1	104.47	32,699	32,699	Helper through 3 days in the week.
Corpus Christi and Laredo, Tex.	3	3	161.60	101,162	33,721	
Cuba and Salem, Mo.	1	1	41.00	25,666	25,666	

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

SEVENTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	
Dallas and Cleburne, Tex.	1	1	54.10	39,493	39,493	
Dallas and Kemp, Tex.	1	1	49.38	30,912	30,912	
Denison and Houston, Tex.	5	10	337.09	492,152	49,215	
Denison and San Antonio, Tex.:						
Denison to Taylor, Tex. ...	5	5	259.00	189,070	37,814	
Denison to Taylor, Tex. (helpers' run).	4	4	259.00	189,070	47,268	4 helpers run through.
Taylor to San Antonio, Tex.	2	2	117.00	85,410	42,705	
Taylor to San Antonio, Tex. (short run).	1	1	36.00	26,280	26,280	Helper between Taylor and Austin, Tex.
Denison and Troup, Tex.	2	2	147.44	107,631	53,816	
Denton and Dallas, Tex.	1	1	38.07	23,832	23,832	
Denver and Georgetown, Colo.	1	1	50.80	37,084	37,084	
Denver and Leadville, Colo. ...	3	3	150.74	110,040	36,680	
Denver, Colo., and Ogden, Utah.	8	8	772.81	564,151	70,519	
Denver, Pueblo, and Leadville, Colo.	4	4	278.50	203,305	50,828	
Denver and Pueblo, Colo.	2	2	143.98	105,105	52,553	
Downs and Stockton, Kans.	1	1	42.00	30,660	30,660	
Emporia and Moline, Kans.	1	1	86.41	54,093	54,093	
Florence and Ellinwood, Kans.	2	2	99.01	72,277	36,139	
Florence and Winfield, Kans. ...	1	1	75.03	46,969	46,969	
Fort Scott, Kans., and Joplin, Mo.	1	1	70.77	56,042	56,042	
Fort Scott and Kiowa, Kans. ...	4	4	244.91	178,784	44,696	
Fort Smith, Ark., and Leland, Miss.:						
Little Rock to Fort Smith.	3	3	168.50	123,005	41,002	
Little Rock to Fort Smith (short run).	1	1	50.00	36,500	36,500	Helper between Little Rock and Morrilton, Ark.
Little Rock to Leland.	3	3	138.00	100,740	33,580	
Fort Worth and Guide, Tex.	1	1	53.00	38,690	38,690	
Galveston and Galveston, Tex.	6	6	411.60	300,498	50,078	
Girard and Chanute, Kans.	1	1	41.36	30,193	30,193	
Girard and Galena, Kans.	1	1	48.29	35,252	35,252	
Great Bend and Ness City, Kans.	1	1	65.43	40,959	40,959	
Greenville and Dallas, Tex.	1	1	54.64	39,897	39,897	
Gurdon and Camden, Ark.	1	1	37.07	23,206	23,206	
Hannibal and Gilmore, Mo.	2	2	85.69	53,642	26,821	
Hannibal, Mo., and Denison, Tex.:						
Hannibal to Denison.	6	16	575.11	639,690	52,479	
Sedalia to Denison.	6	18	431.46	644,898	52,494	
Helena and Clarendon, Ark.	1	1	48.77	30,530	30,530	
Hempstead and Austin, Tex. ...	2	2	115.16	84,067	42,034	
Henry and Saint Joseph, Mo.:						
Day line.	1	1	73.47	45,092	45,092	
Night line.	1	1	73.47	53,633	53,633	
Holden, Mo., and Independence, Kans.	3	3	183.51	133,962	44,654	
Honey Grove and Dallas, Tex.	1	1	80.71	58,918	58,918	
Houston and Galveston, Tex.:						
Day line.	1	1	51.40	37,522	37,522	
Night line.	1	1	51.40	37,522	37,522	
Houston and Del Rio, Tex.:						
Houston to San Antonio. ...	3	3	218.01	159,147	53,049	
Houston to San Antonio (short run).	1	1	85.00	53,210	53,210	Helpers between Houston and Columbus, Tex.
San Antonio to Del Rio.	3	3	172.22	125,721	41,907	
Hutchinson and Kinsley, Kans.	1	1	64.20	52,709	52,709	
Jacksonport and Brinkley, Ark.	1	1	60.90	38,123	38,123	
Jefferson City and Bagnell, Mo.	1	1	45.54	28,508	28,508	
Jefferson and McKinney, Tex.	3	3	155.46	113,480	37,829	
Julesburg and Denver, Colo. ...	3	3	107.96	144,511	48,170	
Junction City and Parsons, Kans.	3	3	157.15	114,720	38,240	
Kansas City and Joplin, Mo.	3	3	188.07	122,691	40,897	
Kansas City and Joplin, Mo. (short run).	2	2	103.50	75,555	37,778	

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

SEVENTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			Miles.	Miles.	Miles.	
Kansas City, Mo., and Denver, Colo.:						
Kansas City to Denver . . .	6	12	641.02	935,890	77,991	
Kansas City to Denver (short run).	2	2	223.00	139,598	69,799	Helpers between Kansas City, Mo., and Ellsworth, Kans.
Kansas City to Ellis	4	8	302.00	378,104	47,263	
Kansas City to Ellis (short run).	2	2	223.00	139,598	69,799	Do.
Kansas City, Mo., and Memphis, Tenn.:						
Kansas City to Memphis . .	5	10	487.04	711,078	71,108	
Kansas City to Springfield.	3	6	202.67	295,898	49,316	
Kansas City, Mo., and Kiowa, Kans.	5	5	338.00	246,740	49,348	
Kansas City and Kiowa (helpers' run).	5	5	338.00	245,280	49,056	Helpers' run from Kansas City, Mo., to Medicine Lodge, Kans., over Kansas City and Kiowa R. P. O. to Attica and thence over Attica and Medicine Lodge R. P. O.
Kansas City and Wellington, Kans.	4	4	251.00	183,230	45,808	
Kansas City and Wellington, Kans. (short run).	2	2	126.00	91,980	45,990	Helpers between Kansas City, Mo., and Chanute, Kans.
Kansas City, Mo., and Pueblo, Colo.:						
Day line	7	14	636.00	928,560	68,326	
Day line (first short run) . .	5	5	418.00	305,140	61,028	Helpers between Kansas City, Mo., and Garden City, Kans.
Day line (second short run)	2	4	201.00	293,460	73,365	Helpers between Kansas City, Mo., and Newton, Kans.
Night line	7	14	636.00	928,560	68,326	
Night line (first short run) . .	3	3	245.00	178,850	59,617	Helpers between Kansas City, Mo., and Nickerson, Kans.
Night line (second short run)	2	4	201.00	293,460	73,365	Helpers between Kansas City, Mo., and Newton, Kans.
Knobel and Helena, Ark.	3	3	140.52	102,580	34,193	
La Junta, Colo., and Albuquerque, N. Mex.	5	5	348.00	254,000	50,808	
Lawrence and Burlington, Kans.	2	2	74.40	46,574	23,287	
La Salle and Denver, Colo. . . .	2	2	119.50	87,235	43,618	
Leavenworth and Lawrence, Kans.	1	1	34.95	25,514	25,514	
Leavenworth and Miltonvale, Kans.	3	3	166.18	104,029	34,676	
Leavenworth and Topeka, Kans.	1	1	57.40	41,902	41,902	
McPherson and El Dorado, Kans.	1	1	62.17	45,384	45,384	
Manhattan and Burlingame, Kans.	1	1	57.27	35,851	35,851	
Marysville and Manhattan, Kans.	1	1	55.64	40,617	40,617	
Memphis, Tenn., and Little Rock, Ark.	3	3	136.00	99,280	33,093	
Mexico and Cedar City, Mo. . .	1	1	50.43	31,569	31,569	
Montgomery and Somerville, Tex.	1	1	55.00	34,430	34,430	
Mulvane and Spivey, Kans. . . .	1	1	51.67	37,719	37,719	
Nashville and Hope, Ark.	1	1	27.53	20,097	20,097	
Nevada, Mo., and Cedar Vale, Kans.	2	2	164.83	120,326	60,163	
Newport and Batesville, Ark. . .	1	1	28.95	21,134	21,134	
Newton and Arkansas City, Kans.	3	3	78.81	57,531	32,909	
Newton and Caldwell, Kans. . . .	1	1	81.09	59,196	59,196	

} These lines are operated together with three crews.

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

SEVENTH DIVISION—Continued.

Designation of railway post-office.	Crows.	Clerks on line.	Distance from	Annual service	Average annual	Remarks.
			register to register.	performed by clerks.	service performed by clerks.	
			Miles.	Miles.	Miles.	
North Springfield and Chadwick, Mo.	1	1	34.79	25,307	25,297	
Olathe, Kans., and Ash Grove, Mo.	3	3	155.83	113,756	37,919	
Omaha, Nebr., and Atchison, Kans.	3	3	168.42	121,487	40,496	
Osawatomie and McCracken, Kans.	4	4	287.78	210,079	52,529	
Ottawa and Emporia, Kans.	1	1	56.85	35,588	35,588	
Ottawa, Iowa, and Moberly, Mo.:						
Day line	2	2	131.30	95,849	47,925	
Night line	2	2	131.30	95,849	47,925	
Palestine and Laredo, Tex.:						
Palestine to San Antonio	4	4	262.72	191,786	47,947	
San Antonio to Laredo	3	3	153.53	113,537	37,846	
Pierce City, Mo., and Fort Smith, Ark.	2	2	139.88	102,112	51,056	
Pierce City, Mo., and Vinita, Ind. T.	1	1	73.66	53,772	53,772	
Pueblo and Silverton, Colo.	6	6	377.32	249,722	41,620	
Quannah and Fort Worth, Tex.	3	3	193.04	140,919	46,973	
Quannah and Fort Worth, Tex. (short run).	1	1	68.00	49,640	49,640	
Quincy, Ill., and Kansas City, Mo.:						
Day line	4	8	226.00	329,960	41,245	
Day line (short run)	2	2	123.00	89,790	44,895	Helpers run between Brookfield, Mo. and Atchison, Kans., over Quincy and Kansas City R. P. O., to Cameron, thence over Cameron and Atchison R. P. O.
Night line	4	8	226.00	329,960	41,245	
Night line (short run)	1	1	50.00	36,500	36,500	Helper out of Quincy, Ill.
Quincy, Ill., and Trenton, Mo.	2	2	137.00	85,762	42,821	
Rincon and Deming, N. Mex.	1	1	53.41	38,989	38,989	
Rockland and Beaumont, Tex.	2	2	73.52	46,024	23,012	
Rosenberg and Cuero, Tex.	2	2	120.33	87,841	43,921	
Saint Joseph, Mo., and Grand Island, Nebr.	4	4	252.54	184,354	46,089	
Saint Louis, Mo., and Atchison, Kans.:						
Saint Louis to Kansas City (fast mail)	4	20	283.13	1,033,425	51,671	
Saint Louis to Kansas City (helpers' run)	2	4	236.00	344,560	86,140	Helpers' run.
Saint Louis to Kansas City (day line)	4	16	283.13	826,740	51,671	
Saint Louis to Kansas City (night line)	4	16	283.13	826,740	51,671	
Saint Louis to Kansas City (night line, helpers' run)	3	3	283.13	206,685	68,895	Helpers between Saint Louis and Kansas City, Mo.
Kansas City to Atchison	1	2	47.08	68,736	34,368	
Saint Louis, Mo., and Columbus, Ky.	3	3	196.41	143,379	47,793	
Saint Louis, Mo., and Columbus, Ky. (short run).	1	1	75.00	54,750	54,750	Helper between Saint Louis and Bismarck, Mo.
Saint Louis, Louisiana, and Kansas City, Mo.	4	4	323.00	236,228	59,057	
Saint Louis, Louisiana, and Kansas City, Mo. (first short run).	2	2	128.00	93,440	46,720	Helpers between Saint Louis and meeting point.
Saint Louis, Louisiana, and Kansas City, Mo. (second short run).	1	1	84.00	61,320	61,320	Helper between Marshall and Kansas City, Mo.

Statement of miles of routes traveled by railway postal clerks, &c.—Continued.

SEVENTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			Miles.	Miles.	Miles.	
Saint Louis, Mo., and Halstead, Kans.:						
Saint Louis to Pierce City (day line).	4	8	287.21	419,326	52,416	
Saint Louis to Pierce City (night line).	4	8	287.21	419,326	52,416	
Pierce City to Halstead.	4	4	243.67	177,879	44,470	
Saint Louis, Moberly, and Kansas City, Mo.:						
Day line	4	8	276.80	404,128	50,516	
Day line (short run)	1	1	110.00	68,860	68,860	Helper between Saint Louis and Mexico, Mo.
Night line	4	8	276.80	404,128	50,516	
Night line (short run)	2	2	148.00	108,040	54,020	Helpers between Saint Louis and Moberly, Mo.
Saint Louis, Mo., and Texarkana, Ark.:						
Saint Louis to Little Rock (day line).	5	15	346.00	757,740	50,516	
Day line (short run)	2	2	225.00	164,260	82,125	Helpers between Saint Louis, Mo., and Walnut Ridge, Ark.
Night line	5	15	346.00	757,740	50,516	
Night line (short run)	2	2	225.00	164,260	82,125	Do.
Little Rock to Texarkana (day line).	5	10	145.72	212,751	42,550	
Little Rock to Texarkana (night line).	.....	.....	145.72	212,751	.....	5 crews on both lines.
Salina and Lincoln, Kans.	1	1	36.12	26,368	26,368	
Salina and McPherson, Kans.	1	1	36.78	26,849	26,849	
San Antonio and Corpus Christi, Tex.	2	2	156.06	97,694	48,847	
Sedalia and Kansas City, Mo.:						
Sedalia and Kansas City, Mo. (day line).	3	3	99.56	72,679	48,453	} 3 crews on both lines.
Sedalia and Kansas City, Mo. (night line).	.....	.....	99.56	72,679	.....
Sedalia and Warsaw, Mo.	1	1	43.18	27,031	27,031	
Shreveport, La., and Houston, Tex.	4	4	234.42	171,127	42,782	
Temple and Ballinger, Tex.	3	3	191.41	139,729	46,576	
Texarkana, Ark., and El Paso, Tex.:						
Texarkana to Fort Worth.	4	4	254.17	185,544	46,386	
Texarkana to Dallas	4	4	221.83	161,936	40,484	
Texarkana to Dallas (helpers' run).	3	3	221.83	161,936	53,979	Helpers run through.
Dallas to El Paso	8	8	647.39	472,595	59,074	
Dallas to El Paso (short run).	2	2	147.00	107,310	53,655	Helpers between Dallas and Cisco, Tex.
Texarkana, Ark., and Houston, Tex.	5	5	330.00	240,900	48,180	
Texarkana, Ark., and Waco, Tex.	4	4	250.00	189,070	47,268	
Texarkana, Ark., and Whitesborough, Tex.	3	3	173.44	126,611	42,204	
Topeka and Fort Scott, Kans.	2	2	130.79	95,477	47,739	
Trenton, Mo., and Leavenworth, Kans.:	2	2	103.00	75,190	37,595	
Trenton, Mo., and Leavenworth, Kans. (helpers' run).	2	2	110.45	80,629	40,315	Helpers run from Trenton, Mo., to Atchison, Kans., over Trenton and Leavenworth R. P. O. to Atchison Junction, Mo., and thence over Atchison Junction and Atchison R. P. O.

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

SEVENTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from	Annual service	Average annual	Remarks.
			register to register.	performed by clerks.	service by clerks.	
			Miles.	Miles.	Miles.	
Tyler and Lufkin, Tex.	1	1	89.61	65,415	65,415	
Wichita and Cullison, Kans.	2	2	90.41	56,597	28,299	
Wichita and Genesee, Kans.	1	1	87.72	64,036	64,036	

EIGHTH DIVISION.

Benson and Nogales, Ariz.	2	2	88.50	129,210	64,605	
Butte City, Mont., and Ogden, Utah.	6	6	417.00	304,410	50,735	
Calistoga and Vallejo Junction, Cal.	1	1	43.88	54,938	54,938	Twelve round trips per week.
Cloverdale and San Francisco, Cal.	2	2	85.46	125,102	62,551	
Colton and National City, Cal. .	2	2	128.18	93,571	46,785	
Dayton and Wallula, Wash.	1	1	70.00	51,538	51,538	
Delta and Sacramento, Cal.	4	4	209.47	152,913	38,228	
Deming, N. Mex., and Los Angeles, Cal.	8	8	715.30	522,169	65,271	
Garrison and Butte City, Mont.	1	1	51.90	37,887	37,887	
Helena, Mont., and Portland, Oreg.	12	12	758.40	553,632	46,136	
Helena, Mont., and Portland Oreg. (Portland dis.).	1	1	758.40	64,970	64,970	
Ingram and San Francisco, Cal	2	2	87.00	63,510	31,755	
Ketchum and Shoshone, Idaho.	1	1	70.91	43,826	43,826	Service six times per week.
Los Angeles and Santa Ana, Cal	1	1	35.50	25,915	25,915	
Milton and Stockton, Cal.	1	1	30.09	18,836	18,836	Do.
Mound House, Nev., and Keeler, Cal.	{ 3 1	{ 3 1	{ 160.72 141.00	{ 117,325 43,992	{ 30,108 43,992	{ 3 clerks run daily between Mound House and Candelaria, Nev., 160.72 miles; 1 clerk three round-trips per week between Belleville Junction, Nev., and Keeler, Cal., 141.00 miles; relieved every thirty days.
Moscow, Idaho, and Connell, Wash.	2	2	117.30	73,430	36,715	Service daily, except Sunday.
Ogden and Salt Lake, Utah.	1	1	38.73	28,272	28,272	
Ogden, Utah, and San Francisco, Cal.	{ 10 20 4	{ 20 20 4	{ 834.65 ----- -----	{ 1,218,589 347,076 127,750	{ 60,929 86,769 63,875	
Pasco Junction and Cle Elum, Wash.	2	2	152.21	95,283	47,642	Six round trips per week.
Portland and Ashland, Oreg. . .	6	6	342.69	250,163	41,694	
Portland and Coburg, Oreg.	2	2	123.38	77,236	38,618	Service daily, except Sunday.
Portland and Corvallis, Oreg. . .	2	2	97.99	61,342	30,671	
Red Bluff and Sacramento, Cal.	2	2	130.07	99,331	49,665	
Reno and Virginia City, Nev. . .	1	1	53.08	38,748	38,748	
Sacramento and San Francisco, Cal.	3	3	140.90	102,857	34,286	
Sacramento, Benicia, and San Francisco, Cal.	2	2	90.69	66,204	33,102	Short run, Ogden and San Francisco R. P. O.
Salt Lake and Jub, Utah.	2	2	105.03	76,672	38,336	
San Francisco and Los Angeles, Cal.	7	11	482.46	352,195	50,313	4 helpers at San Francisco, Cal., average 30.228 miles annually.
San Francisco and Santa Cruz, Cal.	1	1	83.15	52,052	52,052	Service daily, except Sunday.
San Francisco and Templeton, Cal.	3	2	223.34	162,038	54,013	
San Francisco and Tulare, Cal. .	4	4	251.63	183,689	45,922	Short run, San Francisco and Los Angeles R. P. O.
Shingle Springs and Sacramento, Cal.	1	1	48.00	30,424	30,424	
Tacoma, Wash., and Portland, Oreg.	3	3	146.66	107,062	35,687	
Umatilla and Huntington, Oreg.	3	3	218.04	159,169	53,056	

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

NINTH DIVISION.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	
Adrian, Mich., and Fayette, Ohio.	1	1	33.26	20,821	20,821	
Ashtabula and Youngstown, Ohio.	1	1	64.70	40,502	40,502	
Alpena and Alger, Mich.....	2	2	104.50	61,437	30,718	
Baldwin and Grand Rapids, Mich.	1	1	74.70	46,762	46,762	
Bay City and Jackson, Mich...	4	4	115.00	143,980	35,995	Double service daily, except Sunday.
Bay City, Wayne, and Detroit, Mich.	2	2	121.41	70,003	38,001	
Bad Axe and East Saginaw, Mich.	1	1	68.23	32,887	32,887	
Big Rapids and Detroit, Mich	3	3	190.70	119,378	39,793	
Big Rapids and Holland, Mich.	2	2	91.00	56,966	28,483	
Cadillac, Mich., and Fort Wayne, Ind.	4	4	240.70	130,716	37,679	
Caseville and Pontiac, Mich...	1	1	100.73	69,057	63,057	
Cleveland, Ohio, Fort Wayne, Ind., and Chicago, Ill.	4	4	340.50	213,153	53,288	
Cleveland and Toledo, Ohio....	4	6	113.37	237,698	39,616	1 clerk assigned as helper between Elyria and East Toledo; 1 clerk assigned as helper between Cleveland and Toledo.
Detroit, Mich., and Chicago, Ill. (day line).	4	10	286.69	447,765	44,776	2 clerks assigned as helpers between Chicago and Kalazamoo.
Detroit, Mich., and Chicago, Ill. (night line).	4	18	286.69	912,632	50,702	2 clerks assigned as helpers between Detroit and Battle Creek.
Detroit and Grand Haven, Mich.	4	4	188.04	118,276	29,569	
Detroit and Grand Haven, Mich. (short run).	2	3	157.50	140,537	46,846	1 clerk assigned as helper between Detroit and Durand.
Detroit and Grand Rapids, Mich.	3	3	170.65	106,827	35,609	
Detroit and Grand Rapids, Mich. (short run).	2	2	94.72	59,295	29,647	
Detroit, Mich., and Peru, Ind..	3	3	198.61	124,330	41,443	
Detroit, Three Rivers, Mich., and Chicago, Ill.	4	4	274.49	171,830	42,957	
Detroit, Mich., and Toledo, Ohio (day line).	1	1	60.50	37,873	37,873	
Detroit, Mich., and Toledo, Ohio (night line).	1	1	65.99	41,253	41,253	
East Saginaw and Howard City, Mich.	1	1	81.51	51,015	38,261	This clerk has relief every fourth week.
East Saginaw and Port Huron, Mich.	1	2	92.06	57,630	43,222	1 clerk appointed to this line alternates between East Saginaw and Port Huron, Fort Gratiot and Detroit, and Port Austin and Port Huron R. P. O's.
Fort Gratiot, Mich., and Chicago, Ill.	4	5	337.73	294,489	58,898	1 clerk runs as helper between Fort Gratiot and Battle Creek.
Fort Gratiot and Detroit, Mich.	1	1	61.34	38,399	28,799	This clerk has relief every fourth week.
Grand Rapids, Mich., and Elkhart, Ind.	4	4	115.02	144,005	36,001	Double daily service, except Sunday.
Grand Rapids, Mich., and La Crosse, Ind.	3	3	154.54	96,741	32,247	
Howard City and Detroit, Mich.	2	3	161.22	127,704	42,508	1 of these clerks is assigned as helper between Detroit and Howell.

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

NINTH DIVISION—Continued

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	
Jackson and Adrian, Mich. . . .	1	1	47.55	29,768	29,768	
Jackson, Hillsdale, Mich., and Fort Wayne, Ind.	2	2	99.26	62,137	31,068	
Kalamazoo and South Haven, Mich.	1	1	40.20	25,165	25,165	
Lansing and Hillsdale, Mich. . .	1	1	65.68	41,116	41,116	
Lenox and Jackson, Mich.	2	2	106.68	66,782	33,391	
Ludington, Mich., and Toledo, Ohio.	4	4	278.59	174,397	43,599	
Mackinaw City and Detroit, Mich.	4	4	291.23	183,310	45,877	
Mackinaw City and Detroit, Mich. (short run).	2	2	108.00	73,840	39,420	
Mackinaw City and Grand Rapids, Mich.	4	4	226.30	141,664	35,416	
Manistee and East Saginaw, Mich.	3	3	148.13	92,729	30,910	
Monroe and Adrian, Mich.	1	1	34.29	21,466	21,466	
Muskegon and Allegan, Mich. . . .	1	1	60.06	37,598	37,598	
Mount Pleasant, Mich., and Toledo, Ohio.	3	3	171.82	107,559	35,853	
New York, N. Y., and Chicago, Ill.						This line is divided into three divisions, viz: East division, New York to Syracuse, N. Y.; Middle division, Syracuse, N. Y., to Cleveland, Ohio; West division, Cleveland, Ohio, to Chicago, Ill.
East division, trains 21 and 12.	4	40	289.50	2,248,950	56,224	6 clerks assigned as helpers between New York and Fonda, and 2 clerks assigned as helpers between Utica and Buffalo.
East division, trains 23 and 2.	4	14	289.50	636,279	45,448	2 clerks assigned as helpers between Albany and Syracuse.
East division, trains 11 and 16.	4	56	289.50	2,917,177	52,092	2 clerks assigned as helpers between New York and Albany, and 6 clerks assigned as helpers between Albany and Syracuse.
Middle division, trains 21 and 12.	4	32	336.26	1,985,470	62,040	4 clerks assigned as helpers between Buffalo and Cleveland.
Middle division, trains 3 and 2.	4	34	336.26	1,793,550	52,899	2 clerks assigned as helpers between Buffalo and Cleveland.
Middle division, trains 11 and 8.	4	40	336.26	2,366,166	59,154	4 clerks assigned as helpers between Syracuse and Cleveland, and 4 clerks between Buffalo and Toledo.
West division, trains 1 and 12.	4	23	356.61	1,407,982	61,217	3 clerks assigned as helpers, Toledo to Chicago.
West division, trains 3 and 2.	4	28	356.61	1,468,710	52,451	2 clerks assigned as helpers between Cleveland and Toledo, and 3 clerks assigned as helpers between Cleveland and Wauacon.
West division, trains 11 and 8.	4	36	356.61	2,299,660	63,880	

Statement of miles of route traveled by railway postal clerks, &c.—Continued.

NINTH DIVISION—Continued.

Designation of railway post-office.	Crews.	Clerks on line.	Distance from register to register.	Annual service performed by clerks.	Average annual service by clerks.	Remarks.
			<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	
Oil City, Pa., and Ashtabula, Ohio.	2	2	88.10	55,151	27,575	
Pentwater and Muskegon, Mich.	1	1	45.13	28,251	23,251	
Port Austin and Port Huron, Mich.	1	1	87.71	54,906	41,179	This clerk has relief every fourth week.
Toledo, Ohio, and Allegan, Mich.	2	2	157.42	98,545	49,272	
Toledo, Ohio, and Chicago, Ill.	4	8	244.99	306,728	35,341	
Trenton and Adrian, Mich.	1	1	49.60	31,050	31,050	
Xpsilanti and Hillsdale, Mich. . .	1	1	62.14	38,900	35,900	

RECAPITULATION.

Division.	Number of crews.	Number of clerks on line.	Distance from register to register.	Annual miles of service performed by clerks.	Average annual miles of service by clerks.	Average distance run daily by clerks (average of trips per week).
			<i>Miles.</i>			<i>Miles.</i>
First	188	363	7,184.24	12,824,262	35,823	104.21
Second	329	555	14,828.90	23,415,773	42,196	124.45
Third	153	244	6,827.58	10,461,583	42,875	126.47
Fourth	235	313	12,076.14	11,403,397	36,432	107.47
Fifth	405	746	19,832.75	33,772,167	45,210	133.36
Sixth	631	974	33,745.17	42,073,572	43,196	127.42
Seventh	413	*638	22,988.83	31,916,227	50,025	147.57
Eighth	105	126	6,779.61	6,113,326	48,518	142.12
Ninth	151	448	7,195.81	23,037,975	51,424	151.69
Total	2,610	4,407	120,958.53	195,018,281	44,252	130.53

* Including 4 acting clerks additional.

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, 1887.

Name.	Railway post-office line.	Date of injury.	Days leave.	Days acting clerk was employed.	Amount paid acting clerks.
Alex. Mack	New York and Point Pleasant	July 15, 1886	180	180	\$394.16
S. O. Shippe	Bristol and Chattanooga	Dec. 6, 1886	14	14	30.43
J. F. Byran	Tracy and Redfield	Jan. 31, 1887	10	10	22.23
S. L. Mason	Nashville and Chattanooga	May 20, 1887	10	3	6.59
Frank McNulty	Atchison and Lenora	Apr. 7, 1887	85	81	178.02
Frank A. Beebe	Saint Louis and Atchison	Nov. 27, 1886	214	214	466.74
W. H. Hunt	Leadville and Salida	Jan. 24, 1886	4	4	8.89
H. H. Scribner	Boston and Troy	Apr. 7, 1886	96	96	188.15
J. H. Spullock	Atlanta and Montgomery	Sept. 13, 1886	45	45	97.83
T. C. Blankenchip	Kansas City and Pueblo	Nov. 14, 1886	210	210	463.06
E. D. Fluke	Albuquerque and El Paso	Dec. 17, 1886	30	24	52.17
Samuel Cordes	Columbia, Sumter, and Charleston	Dec. 6, 1886	30	28	60.87
L. V. Willis	New York and Pittsburgh	Feb. 18, 1887	42	42	93.34
E. L. Pippin	Albuquerque and Mojave	Feb. 26, 1887	124	120	265.20
J. W. Stevenson	Ogden and San Francisco	Apr. 2, 1887	80	28	57.14
M. Baker	Philadelphia and West Chester	May 2, 1887	6	6	13.19
A. F. Gratigny	Omaha and Atchison	May 7, 1887	8	8	17.58
Maurice B. Frank	Atlanta and Montgomery	Feb. 11, 1886	225	225	493.92
A. J. Sutherland	Portage and Madison	Oct. 4, 1886	20	13	27.28
A. J. Welch	Eristol and Chattanooga	Nov. 7, 1885	180	130	285.70
E. G. Metcalf	Salamanca and Kent	Mar. 23, 1887	68	54	119.10
James Devine	do	Mar. 23, 1887	99	39	85.71
M. Herstein	Evansville and Nashville	May 20, 1886	131	131	287.19
C. H. Hoyt	Kansas City and Denver	Sept. 26, 1886	45	45	98.90
Charles Wright	Plymouth and Concord	Sept. 22, 1886	80	30	65.22
S. F. Ryan	Saint Louis and Texarkana	Mar. 5, 1887	80	25	55.55
G. W. Smith	Syracuse and Rochester	Mar. 16, 1887	120	97	213.91
A. D. Gogin	Albuquerque and Los Angeles	Apr. 17, 1887	74	71	156.04
W. P. Culbreath	Jacksonville and Tampa	Apr. 29, 1887	13	13	28.67
John I. Tallman	Junction City and Parsons	Jan. 7, 1886	141	141	309.52
Frederick Scootcher	Denver and Leadville	July 26, 1886	6	5	10.99
H. L. Moore	Hannibal and Denison	Mar. 30, 1886	273	273	697.33
Frank Lindsay	Cincinnati and Nashville	Jan. 16, 1886	62	62	136.28
L. P. Hills	Charlotte and Atlanta	June 27, 1886	357	357	781.73
Frank Dowd	Cincinnati and Nashville	Apr. 1, 1885	273	266	585.06
George W. Lusted	Milwaukee and Lancaster	Oct. 26, 1886	45	45	97.83
D. M. Luther	Asheville and Jarretts	Nov. 6, 1886	24	22	47.83
F. M. Johnson	Macon and Opelika	Jan. 1, 1887	200	140	309.16
J. J. McLean	Albany and Rochester	Apr. 13, 1887	79	79	173.62
F. W. Renneker	Wilmington and Jacksonville	June 7, 1886	337	337	742.15
E. L. Shaffer	Saint Louis and Texarkana	Mar. 5, 1887	60	56	123.71
O. P. Mellor	Saint Louis and Atchison	Nov. 27, 1886	181	150	331.48
A. M. Smith	Kansas City and Joplin	Dec. 16, 1886	80	27	58.70
J. L. Oldham	Kansas City and Memphis	Jan. 13, 1887	16	5	11.11
J. W. McCullough	Saint Louis and Texarkana	Mar. 5, 1887	30	30	66.67
F. A. Holmes	Syracuse and Rochester	Mar. 16, 1887	107	107	234.65
John R. Polk	Quincy and Kansas City	Feb. 28, 1887	117	78	172.21
Addison Lowry	Pierce City and Fort Smith	Jan. 19, 1887	11	11	24.18
R. H. Thruston	Hannibal and Denison	Jan. 18, 1887	40	40	88.89
Robert Ellis, jr	Pittsburgh and Saint Louis	Oct. 25, 1886	30	28	45.65
M. W. Smart	Erie and Pittsburgh	Dec. 23, 1886	150	150	332.61
C. M. Smith	Terre Haute and Evansville	Aug. 11, 1886	14	14	30.43
E. F. Griffin	Palatka and Bartow	Oct. 27, 1886	80	25	54.35
P. E. Connelly	Sehome and Port Townsend	July 16, 1886	80	30	65.22
F. H. Phillips	Bristol and Chattanooga	Nov. 7, 1885	130	130	285.58
E. D. Linnen	Saint Paul and Bismarck	Dec. 1, 1886	120	40	87.44
John Rooney	Chattanooga and Macon	Feb. 12, 1887	5	5	11.11
C. R. Burdick	Worcester and Norwalk	Mar. 8, 1887	60	60	131.86
J. W. Naylor	Kansas City and Pueblo	Jan. 12, 1887	150	146	319.44
J. M. Decker	Williamsport and Reading	Jan. 1, 1887	180	180	398.54
D. M. Morrison	Denver and Leadville	Feb. 17, 1887	63	60	132.97
P. D. Popence	Kansas City and Pueblo	July 1, 1886	296	296	649.89
E. A. Holcomb	New York and Dunkirk	Mar. 5, 1887	15	9	20.00
Total					11,800.83

CASUALTIES.

July 1, 1886.—Cairo and Texarkana R. P. O., train No. 2, collided with box cars at Finn Siding, Ark., seriously damaging engine and express car. No injury to clerk or mails.

July 3, 1886.—Williamsport and Reading R. P. O. ran through an open switch at Tamaqua, Pa., and collided with a coal train. The postal car was badly wrecked, and Clerk J. M. Decker seriously injured, and was incapacitated for duty for five months. Postmaster D. R. Boyer, of Tamaqua, was promptly on the ground and looked after clerk and mails, the latter being badly mixed and partially destroyed by water and oil.

July 4, 1886.—Shreveport and Houston R. P. O., train No. 1, was derailed and wrecked near Shepherd, Tex., owing to loosened fish plates. The mail apartment was turned over and mail slightly damaged by water and oil. Clerk in charge uninjured. Delayed fourteen hours.

July 6, 1886.—Trenton and Leavenworth R. P. O., train No. 2, was wrecked by bad track 2 miles east of Beverly, Mo., and all trucks torn from under mail apartment. No injury to clerk or loss or damage to mails.

July 9, 1886.—Quincy and Kansas City R. P. O., train No. 3, was wrecked 3 miles west of Nettleton, Mo., by the breaking of an axle on the engine. No one injured. A few letters saturated with oil from broken lamp, but all forwarded to destination.

July 9, 1886.—Albany and New York R. P. O. Marshall Ney, of this line, detailed to duty as assistant transfer clerk at Troy, N. Y., was accidentally knocked down by a locomotive and killed in the depot while in the discharge of his duties.

July 11, 1886.—Salamanca and Kent R. P. O. ran through a misplaced switch into a freight train on side track near Girard, Ohio, demolishing engine, postal, and baggage car. The paper-case came loose, and falling over caught Postal Clerk W. H. Robinson under it; notwithstanding, he escaped serious injury. No mail lost or damaged.

July 12, 1886.—Garrison and Butte City R. P. O. left the track 2 miles south of Garrison, Mont. Engine and postal car turned over, and Clerk W. M. Hanson slightly injured. Mails scattered, but none lost or damaged.

July 12, 1886.—The depot of the Chicago, Milwaukee and St. Paul Railway Company, at Sibley, Iowa, was destroyed by fire, involving the total loss of the following-named pouches with contents: 2 pouches—Sibley, Iowa, from Saint Paul and Council Bluffs R. P. O., north and south; 2 pouches—Cedar Rapids and Watertown R. P. O., from Saint Paul and Council Bluffs R. P. O., north and south; 2 tie sacks paper mail—Cedar Rapids and Watertown R. P. O., from Saint Paul and Council Bluffs R. P. O., north and south.

July 13, 1886.—Cleveland and New Lisbon R. P. O. performed no service between Niles and New Lisbon on account of wreck between Niles and Girard, Ohio.

July 16, 1886.—Albuquerque and El Paso R. P. O. Postal Clerk H. M. Stone, while standing upon the distributing-table in order to get some papers from one of the upper boxes in his car, the train gave a lurch

in rounding a curve, causing him to lose his balance and fall, striking his foot on one of the hooks on the paper-rack. The hook entered his foot about one-half inch, disabling him for sixteen days.

July 17, 1886.—Terre Haute and Evansville R. P. O., train No. 1, ran into an open switch at Vincennes, Ind., damaging the mail apartment car to such an extent as to necessitate its being cut out. Clerk escaped uninjured. No damage to mails.

July 20, 1886.—Rosenberg and Cuero R. P. O., train No. 152, ran into a violent hurricane at Victoria, Tex. On account of the severity of the storm the train was stopped at Victoria. Postal Clerk H. Ashworth, in charge, fearing that mail apartment would be blown from the track, locked up all mails as far as practicable and took refuge in the engine. He had scarcely left the car when it was blown from the track and turned over. As soon as storm abated he returned and gathered up all mails. None were lost, but a large quantity was damaged by water and about twenty letters saturated with oil.

July 23, 1886.—Pittsburg and Saint Louis R. P. O. (second section of train No. 7), and Pittsburg and Cincinnati R. P. O., collided with train No. 10, on arrival at Fernwood, Ohio. The clerks of both R. P. O.'s escaped uninjured, with the exception of A. E. Varley, of the latter line, who was slightly cut. No mail lost or damaged. The storage car on Pittsburg and Saint Louis R. P. O. was also damaged this trip by striking an express truck, making it necessary to cut car out.

July 25, 1886.—Denver and Leadville R. P. O., while rounding a sharp curve in Platte Cañon causing a sudden jerk of the car, Postal Clerk Fred Scotcher lost his balance and was thrown against the paper-rack, resulting in injuries to the muscles of his back and incapacitating him for duty six days.

July 25, 1886.—New York and Dunkirk R. P. O. was thrown from the track one-quarter mile west of Andover, N. Y., slightly injuring Postal Clerk J. P. Morrissey. Mail badly scattered, but none lost or damaged.

July 26, 1886.—West Liberty and Council Bluffs R. P. O. was derailed 1 mile west of Van Meter, Iowa, and letter mail slightly damaged by oil from lamps. Clerk in charge unhurt.

July 27, 1886.—Palestine and Laredo R. P. O., train No. 504—Palestine and San Antonio Division—was wrecked near Rockdale, Tex., caused by a large quantity of sand which had been washed upon the track. Engine, mail, express, and baggage cars were derailed. No mail lost or damaged and clerk in charge uninjured.

July 29, 1886.—Louisville and Saint Louis R. P. O., train No. 2 was thrown from the track about 1 mile east of Fairfield, Ills. Engine was badly wrecked and trucks torn from under mail car. No injury to clerk or loss or damage to mails.

July 30, 1886.—Omaha and Ogden R. P. O., bound east, ran into a "wild" engine at Echo City, Utah, destroying front end of mail car No. 264. New mail car was procured at Ogden City, to which mails were transferred without loss or damage.

July 30, 1886.—Sedalia and Kansas City R. P. O., train No. 44, was wrecked half a mile east of Levasy, Mo., killing fireman and seriously injuring engineer. Mail apartment was derailed and considerably damaged by falling on a stump which broke through the side of car. A few letters slightly damaged by oil from lamps. Clerk in charge unhurt.

August 6, 1886.—Washington and Charlotte R. P. O., train No. 51. ran into a land slide near North Garden, Va., wrecking postal car. No injury to clerks or mails.

August 9, 1886.—Cincinnati and Nashville R. P. O., night line, collided with a freight train between Sulphur Station and Pendleton, Ky., completely wrecking postal car, which had to be abandoned. All the crew slightly injured. Postal Clerk A. C. Crook, of the day line, who was on his way to bring run out of Nashville next morning, was seriously injured. The letter mail in case, also a registered case containing stamped envelopes, was badly damaged.

August 12, 1886.—Sedalia and Denison R. P. O., north bound, was wrecked near Nevada, Mo., badly damaging car. Mails scattered, but none lost or damaged. Clerks uninjured.

August 16, 1886.—Pittsburgh and Saint Louis R. P. O., train No. 106, collided with a freight train at Centreville, Ind. The slides in letter-case of postal car No. 71 were defaced and broken. No injury to clerks or loss or damage to mails.

August 18, 1886.—Burnet and Austin R. P. O., train No. 2, was wrecked five miles north of Liberty Hill, Tex., caused by box car jumping the track. Mail car was thrown on its side and considerably damaged. Substitute Clerk W. B. Blewett slightly bruised. No mails lost or damaged.

August 21, 1886.—Baltimore and Grafton R. P. O., train No. 5, collided with the Hagerstown accommodation at the north end of "Y" in Washington, D. C., caused by failure of air brake. The postal car was badly wrecked and mails considerably scattered, but none lost or damaged. Postal Clerks J. H. Anderson and C. C. Gray were somewhat bruised.

August 27, 1886.—Clifton Forge and Ashland R. P. O., train No. 5, collided with freight train near Paint Creek, W. Va., damaging engine and mail car. Mails transferred without loss or damage. No one injured.

August 27, 1886.—Saint Louis and Atchison R. P. O., train No. 1, was wrecked 2 miles east of Knob Noster, Mo., by breaking down of engine. Postal car left the track and was considerably damaged. No injury to clerks or loss or damage to mails.

August 30, 1886.—Cincinnati and Chattanooga R. P. O., train No. 1, struck a broken rail at Dry Ridge, Ky., derailing the entire train. The engineer was killed, and conductor, baggage master, and fireman injured. Postal clerks escaped unhurt. Mails saved, but delayed twelve hours.

September 1, 1886.—Columbus, Midland City, and Cincinnati R. P. O., train No. 108, was thrown from the track east of Bond Hill, Ohio, by broken axle on the tender. No injury to clerk or mails. Mail apartment car was abandoned and mails transferred to freight car in which trip was finished.

September 2, 1886.—Baltimore and Lexington R. P. O., train No. 2, broke in two between Decatur Station and Timber Ridge, Va., the rear running into the forward and badly damaging two cars. The concussion threw Postal Clerk George H. Haines against the table, considerably bruising him. No mail lost or damaged. Train delayed four hours and fifty-one minutes.

September 3, 1886.—The office of Transfer Clerk N. Cantwell, in the Illinois Central station, at Cairo, Ill., was destroyed by fire. Two rec-

ord books of arrivals and departures, an empty pouch, and some caps and clothing, left there by railway postal clerks, were consumed. A Hall's fire-proof safe containing 4 registered packages was not injured materially.

September 3, 1886.—Portland and Swanton R. P. O. ran on an open switch at East Baldwin, Me., killing both engineer and fireman and slightly injuring Postal Clerk S. R. Waterman. The postal car was wrecked. Mails uninjured.

September 5, 1886.—Concordia and Junction City R. P. O., train No. 261, was wrecked near Acme, Kans. Mail apartment was derailed and turned over on its side, the end being crushed in. No mails lost or damaged and clerk in charge escaped material injury. Train and mails delayed 8 hours.

September 8, 1886.—Saint Louis and Atchison R. P. O., train No. 3, collided with freight train and was wrecked at Summit avenue, within Saint Louis, Mo., city limits. Postal car badly damaged, but clerks uninjured. The letter mail was thrown from distributing case onto the floor and a portion thoroughly saturated with oil from lamps. Mails transferred without loss to another postal car, arriving at Kansas City six hours late.

September 9, 1886.—Quincy and Kansas City R. P. O., train No. 2, was wrecked at Cameron Junction, Mo., in collision with a freight train standing in yards. Postal car was badly damaged and letter mail scattered about the table and floor. Clerk L. W. Salmon jumped from postal car and was not hurt. Clerk-in-Charge R. Hartman remained in car and was not materially injured. No mails lost or damaged.

September 9, 1886.—Washington and Charlotte R. P. O., train No. 53, ran into a landslide 4 miles north of Lynchburgh, Va. Postal car "Gainesville" was thrown forward down an embankment, breaking off its trucks and smashing in one end of letter-case and platform. Clerk E. Von Tagen was thrown against pouch rack and slightly hurt. No mails lost or damaged.

September 12, 1886.—Trenton and Leavenworth R. P. O., train No. 2, collided with a freight train at East Leavenworth, Mo., and was wrecked. The front end of mail apartment was stove in and floor torn up. No injury to clerks or loss or damage to mails.

September 13, 1886.—Cincinnati and Chattanooga R. P. O., train No. 2, was derailed at Chattanooga, Tenn., by a split switch. No one hurt, nor was any mail lost or damaged.

September 15, 1886.—Chattanooga and Macon R. P. O., train No. 14, was wrecked one mile south of Chattanooga, Tenn., killing both engineer and fireman. Engine, tender, and postal car was badly wrecked. No injury to clerk, or damage to mail.

September 17, 1886.—Texarkana and Waco R. P. O. was wrecked two miles east of Pittsburgh, Tex. Baggage and express car badly wrecked, but mail car and mails uninjured. No one hurt.

September 18, 1886.—Chicago and Minneapolis R. P. O., train No. 3 was wrecked by misplaced switch near city limits of Chicago, Ill. Tender of locomotive was forced back into mail car No. 148 about 10 feet, completely wrecking it. About 2,000 letters were mutilated and soiled by oil and water, but none lost. Postal Clerks R. A. Ladd, H. Gunz, H. G. McMaster, E. D. Converse, and Albert Lindsley were all slightly injured. Clerk H. K. Robertson had his leg and arm cut, but was not dangerously hurt. Mail was brought back to city in baggage car and forwarded next day.

September 18, 1886.—Colmesneil and Trinity R. P. O., train No. 475 was wrecked near Mobile, Tex., by spreading of the rails. Postal car slightly damaged. No injury to clerk or mails.

September 22, 1886.—Plymouth and Concord R. P. O. collided with freight train near station at Ashland, N. H., wrecking mail car. Postal Clerk Charles Wright jumped from the car door and sustained serious injuries to his right side and back, incapacitating him for duty. No mail lost or damaged.

September 24, 1886.—Chicago, Abbotsford and Minneapolis R. P. O., train No. 4 was thrown from the track north of Schleisingerville, Wis., owing to broken axle on the tender. The mail car went down a steep embankment and turned over twice. Postal Clerk Frank Gillespie received several bruises, but was not seriously injured. No mail lost, but much was damaged by oil.

September 24, 1886.—Camden and Kingsville R. P. O., train No. 152 was wrecked 1 mile north of Hagood, S. C., caused by breaking of an axle on box car. Mail car was thrown in ditch and mails somewhat damaged by oil and water, but none lost. No one hurt.

September 26, 1886.—Atlanta and Montgomery R. P. O., train No. 53, was thrown from the track 1 mile from Montgomery, Ala. Engine and postal car left the track, the latter being thrown down an embankment. Postal Clerk Spullock was thrown against the pouch rack, and coming in contact with coal box was slightly injured. The mail, excepting a canvas containing a few papers, were recovered and forwarded to destination.

September 26, 1886.—Omaha and Ogden R. P. O., train No. 2, collided with a freight train one-half mile west of Fremont, Nebr., wrecking locomotive. The postal car was not damaged. Postal Clerk R. La Fontaine jumped from the car and sprained his ankle. No mail lost or damaged.

September 27, 1886.—Pittsburgh and Saint Louis R. P. O., train No. 106 was derailed near Urbana, Ohio. One pair of trucks were pulled from under postal-car. Clerks uninjured. No mail lost or damaged.

September 30, 1886.—Chicago and Cedar Rapids R. P. O., train No. 5, collided with a freight train at Stanwood, Iowa, badly wrecking mail car No. 26. No mail lost or damaged, and clerks unhurt.

October 2, 1886.—Hartford and Saybrook R. P. O. ran into a pair of cattle 1 mile north of Haddam, Conn. The tender of engine and forward trucks of postal car were thrown from the track. Contents of letter case strewn about the floor and lamp chimneys broken, but no damage to mails or clerk.

October 5, 1886.—Saint Louis and Halstead R. P. O., train No. 4, collided with an engine standing on track at Saint James, Mo. The postal car was badly damaged, necessitating transfer of mails to baggage car; none was lost, however, and clerks escaped injury.

October 6, 1886.—Atchison and Lenora R. P. O., train No. 64, was wrecked at Goff's, Kans., by the breaking of an axle on tender of engine. The trucks were forced from under mail apartment and the latter turned over, throwing all letters out of case. A few letters damaged by water. No one hurt.

October 7, 1886.—Cecil and West Manchester R. P. O., train No. 3, was thrown from the track, by a broken wheel, near Castine, Ohio, knocking water-cooler and lamps down in mail apartment. Clerk unhurt. No mail lost or damaged. Train delayed thirteen hours.

October 8, 1886.—Portland and Swanton R. P. O. was thrown from the track near Danville, Vt., by a broken wheel. The mail car was turned on its side, but no one seriously hurt, and no mail lost or damaged.

October 11, 1886.—Indianapolis and Saint Louis R. P. O., train No. 9, collided with a freight train near Eagle Creek, 3 miles west of Indianapolis, Ind. Postal car was considerably damaged, necessitating transfer of mails to another car. No injury to clerks or loss or damage to mails.

October 12, 1886.—Kansas City and Memphis R. P. O., train No. 4, was wrecked between Lockwood and Golden City, Mo., caused by engine breaking loose from train. In returning to couple, the tender struck mail apartment with such force as to damage the car. Clerk-in-Charge J. L. Oldham, who was working at the letter case, was violently thrown against the rack and was injured, though not disabled. Mails were thrown from case, but none lost or damaged. Delayed and missed all Kansas City connections.

October 20, 1886.—Cairo and Texarkana R. P. O., train No. 1, was wrecked 3 miles south of Keevil, Ark., killing engineer and fatally injuring fireman. The engine and mail apartment were derailed, the latter partly turned over and contents of letter case scattered over the floor. Some letter mail damaged by oil from lamps, but all forwarded to destination. Postal Clerk W. S. Carleton was only slightly injured.

October 20, 1886.—Hendersonville and Columbia R. P. O., train No. 52, was wrecked near Asheville, N. C., and postal car thrown down an embankment 85 feet, being entirely demolished. W. G. Shiell, substitute clerk, miraculously escaped unhurt. Portion of the mail slightly damaged by oil, but none lost.

October 23, 1886.—Detroit and Grand Haven R. P. O., train No. 7, collided with a freight train near Royal Oak, Mich., wrecking both trains. All mail forwarded to destination without loss. No one injured.

October 25, 1886.—Pittsburgh and Saint Louis R. P. O. car, due to leave Pittsburgh, Pa., on train No. 1, while standing in the yards, was run into by an oil train and demolished. Several of the clerks were injured, but none seriously. Some mail badly damaged by oil, but none lost or destroyed.

October 25, 1886.—New York and Pittsburgh R. P. O., train No. 6, when about 1 mile east of Altoona, Pa., and still in the yard, ran into a freight train, throwing the engine, postal car (No. 46), baggage, express car, and two passenger coaches from the track, turning them over on their sides and dragging them three times their length before they stopped. The postal clerks miraculously escaped death. All were more or less bruised. Albert Thomas and R. J. Love were injured and had to abandon the run. Thomas was badly cut over the left eye. Love sustained a flesh wound to his left arm. Mail was thrown out of the windows and scattered several car lengths, but was gathered up in good condition, excepting a portion damaged by oil.

October 26, 1886.—Milwaukee and Lancaster R. P. O., train No. 2, collided with a "wild" locomotive 1 mile east of Bluff, Wis., killing one man and injuring several others. The tender of engine was jammed into the postal car, completely wrecking the latter and setting it on fire. Postal Clerk George W. Lusted was severely injured about the head and scalded, but succeeded in saving part of the registered and letter mail. The fire destroyed about thirty-five empty pouches, Mr. Lusted's records of registered matter, and some mail.

October 27, 1886.—Palatka and Bartow R. P. O. jumped from the track between Reddick and Martin stations, Fla. Postal Clerk E. F. Griffin was injured in left knee and incapacitated for duty several days. No mail lost, but a portion damaged by oil from lamps.

October 28, 1886.—Chicago and Minneapolis R. P. O., train No. 57, was wrecked at Rio, Wis., by an open switch, destroying 60-foot postal car No. 93. The train was the limited express, and was running at its highest rate of speed at the time. The baggage-car took fire, which was communicated to the remaining cars, and the entire train, except rear sleeper, was entirely consumed, a number of passengers losing their lives. Clerks John T. Beach, W. W. Black, R. B. Smith, Ira J. Brown, and T. J. McAndrews were on duty. Beach escaped unhurt; Black and Smith received bruises; Brown had his arm cut; and McAndrews was thrown against a hot stove and had both hands severely burned. Notwithstanding, the clerks worked faithfully (while the car was burning), and succeeded in saving all registered mail, most of the letter mail, and about 40 sacks of Wisconsin, Minnesota, and Dakota paper mail. About 60 sacks of Minnesota and Dakota paper mail, a small quantity of letter mail, all the Government property in the car, and part of the personal effects of the clerks were burned. The fire advanced so rapidly and the heat was so intense that the clerks were soon driven from their posts. The mail had to be dragged up a steep bank after it was thrown out of the car, and about 10 sacks were consumed, after being thrown out, before it could be dragged up the bank.

November 1, 1886.—Denver and Ogden R. P. O., train No. 7, was wrecked at Lehi City, Utah, by the breaking of a wheel under forward truck of mail apartment. The latter left the track, and before train could be stopped the lower portion was completely stripped of running-gear. Letters were scattered, but none lost or damaged. Clerk unhurt.

November 3, 1886.—New Berlin and Sidney R. P. O., train No. 25. Engine, tender, and one coach left the track one mile north of Holmesville, N. Y. Train delayed all night, arriving at New Berlin 11.15 next day. No mails lost or damaged, and clerk unhurt.

November 5, 1886.—Columbia and Perryville R. P. O., train No. 20, ran through a misplaced switch one-half mile from Perryville, Md., colliding with a box car on siding, wrecking the engine and derailing one coach. No injury to clerk or loss or damage to mails.

November 6, 1886.—Asheville and Jarretts R. P. O., train No. 7, left the track while rounding a curve 2 miles east of Nantahalalah, N. C., and was thrown down an embankment 6 feet. The apartment car was wrecked, and Postal Clerk D. M. Luther sustained serious injuries to his back and right arm. No mail lost or damaged.

November 12, 1886.—New Orleans and Marshall R. P. O., train No. 51, ran into an open switch 2 miles east of Fordoche, La., derailing engine and mail car. No loss or damage to mails, and clerk unhurt.

November 12, 1886.—Dallas and Kemp R. P. O., train No. 1, was wrecked 7 miles from Dallas, Tex. The mail car was badly wrecked and considerable mail damaged by oil and mud. None were lost, and postal clerk escaped injury.

November 13, 1886.—Hannibal and Dennison R. P. O., train No. 152, was derailed and wrecked at Clayton (Eve P. O.), Mo., by breaking of trucks under postal car. No mails lost or damaged and no clerks injured.

November 14, 1886.—Kansas City and Pueblo R. P. O., train No. 3, collided with express train at Halsted, Kans., on account of failure of air-brake. Front end of postal car broken, but mails not damaged.

Clerk T. C. Blankenchip jumped from the car to the frozen ground, sustaining injuries incapacitating him for duty.

November 16, 1886.—Burlington and Council Bluffs R. P. O., train No. 4, collided with a freight train near Folsom, Iowa, completely wrecking mail car. No injury to clerk or mails.

November 19, 1886.—Marion and Running Water R. P. O., train No. 50, was thrown from the track 4 miles north of Scotland, Dak., caused by breaking of pilot on locomotive. Mail car took fire from lamps, but was soon extinguished. Two hundred pieces of mail were damaged by fire and saturated by oil, but all was forwarded to destination. No one hurt.

November 19, 1886.—Louisville and Saint Louis R. P. O., train No. 2, when approaching the bridge after leaving New Albany, Ind., was run into by the Dinkey train backing off the bridge. The express and mail apartment car was telescoped, demolishing mail apartment. Postal Clerk B. F. Bumgardner was struck in the back, on the left side, and left arm, and was considerably injured. No mail lost or damaged.

November 20, 1886.—Kansas City and Pueblo R. P. O., train No. 3, just after leaving Burrton, Kans., the bottom of one of the lamps over paper-rack melted off, letting wick, oil, and flame down into the papers, destroying a few for Great Bend, Kans., and Dis.; Spearville, Kans., and Dis.; Cimarron, Kans., and Dis.; and damaging about one sack for same points. As soon as the accident happened the clerks stopped the train and smothered the flames with empty tie-sacks.

November 21, 1886.—Chattanooga and Meridian R. P. O., train No. 6, collided with a freight train 3 miles from Chattanooga, Tenn. Mail car was telescoped by tender of engine and badly damaged. No mails lost or damaged and no one hurt.

November 21, 1886.—Saint Paul and Bismarck R. P. O., east and west. On the above date the railroad depot at Sanborn, Dak., was burned, and pouches from Sanborn, Dak., and one from Saint Paul, Minn., for the above R. P. O., together with contents, were destroyed.

November 22, 1886.—Portland and Island Pond R. P. O. was detained at South Paris, Me., and side-tracked until 4.40 a. m., November 23, on account of wreck 2 miles west of South Paris, which blocked the road.

November 23, 1886.—Saint Albans and North Bennington R. P. O. was ditched by misplaced switch at New Haven, Vt. The engine, baggage, and mail car left the track. No injury to clerk or loss or damage to mails.

November 24, 1886.—Cleveland and Pittsburgh R. P. O., train 41, ran into rear end of freight train on Pittsburgh, Fort Wayne and Chicago Railroad while it was taking water at Conway, Pa. Engine on train 41 was wrecked, killing fireman and injuring engineer. Postal Clerk J. E. Herbert was thrown violently against the end of car, striking the door-knob with his back, severely injuring him, and incapacitating him for duty. No mail lost or damaged.

November 25, 1886.—Louisville and Bloomfield R. P. O. was wrecked between Normandy and Taylorsville, Ky., by the breaking of a pair of trucks midway of train. Mail transferred without loss or damage to flat car and run finished to Louisville. Clerk unhurt.

November 26, 1886.—Saint Louis and Atcheson R. P. O., train No. 3, collided with a freight train near Greenwood, Mo., caused by a mistake in the transmission of order from train dispatcher to telegraph operator at Greenwood. Postal car, engine, and tenders of both trains, and several freight cars were wrecked. Postal clerks, F. A. Beebe, O. P. Mellor,

L. V. Vickers, and E. Magoffin. At the time of the collision Clerks Beebe and Magoffin were asleep in storage end of car next to the tender, while Mellor was at work in paper end, six feet away, and Vickers in letter end. The tender and engine were forced through and under postal car, breaking the latter in two at the center. Magoffin was instantly killed, his neck having been broken. His body was thrown 20 feet. Beebe was badly scalded on both legs, and one shoulder was badly bruised. The car broke in two where he was thrown, and after collision he was suspended by the neck and shoulders. He worked himself through the opening and fell 20 feet. Mellor was knocked down by the tender and pinned to the floor, and was rescued by Vickers and others. He was seriously cut and bruised. Vickers was bruised about right hip and leg. All clerks incapacitated for duty. No mail was lost, but a few letters damaged by oil.

November 29, 1886.—Washington and Wilmington R. P. O., train No. 27, engine and postal car left the track near Wilmington, N. C., and ran some distance on the ties, delaying train seven hours. No injury to clerks or mails.

December 1, 1886.—Saint Paul and Bismarck R. P. O., train No. 1, collided with train No. 6 just west of Muskoda, Minn., caused by negligence of train dispatcher. The tender of engine shot through the mail car almost its entire length. The wreck took fire, burning all the mail except about 100 letters. Postal Clerks U. M. Tennis and E. B. Linnon were on duty. The latter was asleep at the time of accident. He managed to crawl out of the broken top, and fainted in the snow. Examination showed that his shoulder was dislocated and his head badly cut. He was delirious for hours afterwards. Tennis was at work at letter-case, and was no doubt killed outright and thrown against the stove. As soon as the flames would allow, a search was instituted for his body, but only his head and a few bones could be found.

December 1, 1886.—Asheville and Jarretts R. P. O. was wrecked 3 miles west of Charleston, N. C., necessitating transfer of mails to car No. 11. No injury to clerk or mails.

December 2, 1886.—Como and Gunnison R. P. O., train No. 431, was derailed 4 miles east of Buena Vista, Colo. Engine and mail apartment were turned over on their sides, and the latter completely wrecked. Clerk-in-Charge James F. Keenan cut his way out of the apartment with an ax, escaping uninjured. No mail lost, but some damaged by oil.

December 3, 1886.—Asheville and Jarretts R. P. O., train No. 7, was wrecked 1 mile east of Bushnell, N. C. No injury to clerk or loss or damage to mails.

December 3, 1886.—Skowhegan and Portland R. P. O., train No. 12. Engine and mail car left the track near Fairfield, Me., the latter striking corner of a building and turned partly over, throwing letters about the floor. The side of the car was crushed in and the front platform partly torn off by tender of engine. No mail lost or damaged, and clerk unhurt.

December 6, 1886.—Washington and Wilmington R. P. O., train No. 62, left the track near Richmond, Va. One side of postal car crushed in, necessitating transfer of mails. No injury to clerk or mails.

December 7, 1886.—Boston, Springfield, and New York R. P. O. was delayed at New Haven, Conn., and postal car cut out on account of broken wheel. Mails transferred to baggage car without loss or damage.

December 7, 1886.—Washington and Wilmington R. P. O., train No. 23, locomotive, express, mail, and baggage cars left the track at south end of "the long bridge" across the Potomac river at Washington, D. C. The postal car was thrown on its side, smashing in letter case and strewing the letters among the débris. None supposed to be lost. Postal Clerk T. A. Hopkins was thrown against the table and sustained serious injury to his back, incapacitating him for duty.

December 9, 1886.—Lowell and Taunton R. P. O. was delayed by derailed freight cars between Walpole and South Walpole, Mass. Mails transferred without loss or damage. Clerk unhurt.

December 11, 1886.—New York and Pittsburgh R. P. O., train No. 8, was wrecked at Turtle Creek, Pa., and mail car badly broken. No injury to clerks or mails.

December 14, 1886.—Albuquerque and Mojave R. P. O., train No. 51, was wrecked near Yampai Station, Arizona, derailling mail and express apartment and one sleeper, the rear end of mail apartment being crushed in by sleeper. No mail lost, but a few letters damaged by water. Clerk in charge unhurt.

December 17, 1886.—Greycourt and Belvidere R. P. O., train north bound, collided with a freight train near Sugar Loaf, N. Y., killing fireman. The mail car was partly demolished, but no mails lost or damaged, and clerk unhurt.

December 18, 1886.—Ottumwa and Moberly R. P. O., train No. 8, was derailed by misplaced switch at Glenwood Junction, Mo. Mail apartment was derailed and letter mail thrown out of distributing case, and a portion slightly damaged by oil. Clerk unhurt, and completed run in smoking car.

December 18, 1886.—Bristol and Chattanooga R. P. O., train No. 4, collided with a coal car at Knoxville, Tenn., caused by misplaced switch. Letters were thrown out of case and badly mixed, but not damaged. No one injured.

December 22, 1886.—Asheville and Columbia R. P. O., train No. 52, ran off track 10 miles north of Hendersonville, N. C., badly wrecking postal car. Mail and clerk, uninjured, arrived at Spartanburgh, S. C., eleven hours late.

December 23, 1886.—Erie and Pittsburgh R. P. O. Postal Clerk M. W. Smart, while catching mail at Irish Ripple, Pa., was struck upon the leg, between the knee and ankle, by either the lock of pouch or part of crane, and was severely injured.

December 23, 1886.—Bismarck and Glendive R. P. O., train No. 1, left the track 3 miles west of Sims, Dak., caused by broken switch rod. The mail car turned on its side, throwing mails over and around the stove. Prompt action of clerks prevented the burning of mails, only a few papers being scorched. W. H. Fletcher, clerk on duty, was thrown through the door and under the car and dragged some distance, but managed to dig out through the snow, and miraculously escaped injury.

December 26, 1886.—Chattanooga and Meridian R. P. O., train No. 8, was derailed between Rising Fawn and Trenton, Ga., by a broken axle under the tender. Mails slightly damaged by water, but none lost or destroyed. Clerk unhurt.

December 26, 1886.—Bismarck and Glendive R. P. O., trains Nos. 1 and 2. While east-bound train was standing on main track at Glendive, Mont., it was run into by west bound train (some hours late), damaging mail cars of both trains, rendering that of the former unfit for use. No injury to clerk or mails.

December 27, 1886.—Chattanooga and Meridian R. P. O. One leather pouch of letters and four sacks of papers, from the above R. P. O. to the Montgomery and Akron Junction R. P. O., were burned up in depot at Akron Junction, Ala., where it had been left on account of mis-connection.

December 28, 1886.—Turkey River and West Union R. P. O. car left the track 4 miles west of Elkport, Iowa, wrecking the car, but doing no damage to mail or injury to clerk.

January 1, 1887.—Williamsport and Reading R. P. O. Mail apartment car was thrown from the track by a defective switch, near Tam-anend, Pa., and Clerk J. M. Decker thrown violently against pouch rack, which seriously injured his back. (This same clerk was injured in an accident July 3, 1886, and incapacitated for duty five months.) No loss or damage to mails.

January 1, 1887.—Nebraska City and Broken Bow R. P. O. Three tie-sacks of paper mail, which had been thrown in apartment car at Nebraska City, Nebr., by depot man before the arrival of postal clerk, were burned. It is supposed they were too near the stove, from which they took fire. Instructions have been issued prohibiting the placing of mail in car before the arrival of clerk to receive it.

January 1, 1887.—Macon and Opelika R. P. O., train No. 5, collided with a freight train near Everett's Station, Ga., in which Postal Clerk F. M. Johnston was seriously injured. No mails were lost or damaged.

January 3, 1887.—Dayton and Wellston R. P. O. car jumped the track and was wrecked 5 miles south of Jamestown, Ohio. Postal Clerk J. H. Beck was slightly injured. Mail saved in good condition.

January 4, 1887.—Boston and Albany R. P. O., train No. 14, when approaching Mittineague, Mass., left the track, owing to the breaking of a journal, and, colliding with a freight train, was wrecked. The wreck took fire, consuming the express, baggage, and smoking cars, including all letter mail except charred remains of 1,300 letters, 800 of which were forwarded from Springfield and 500 from Boston to destination. The paper mail, consisting of about 80 sacks, were almost entirely destroyed. No one injured.

January 4, 1887.—Cincinnati and Chattanooga R. P. O. was obliged to suspend service for several days on account of burning of bridge at Burnside, Ky. Cwing to the rough condition of the country no transfers could be made. Local service was performed each side of the break, and through mails (North and South) were dispatched via Cincinnati and Nashville and Nashville and Chattanooga R. P. O's.

January 4, 1887.—Baltimore and Ohio Railway, train No. 5, collided with a freight train a few miles east of Tiffin, Ohio. The train immediately took fire, resulting in considerable loss of life, baggage, 9 pouches and 9 tie-sacks of mail. There was no postal car in this train, it being a through mail forwarded from Newark, Ohio, by Grafton and Chicago R. P. O., east division.

January 4, 1887.—North Fair Haven and Sayre R. P. O., train No. 15, was thrown from the track by a broken switch 2 miles north of Sayre, Pa., slightly damaging mail apartment. Letters and papers were thrown from case and damaged by oil from broken lamps. Clerk unhurt.

January 6, 1887.—Cairo and Texarkana R. P. O., train No. 2, left the track 1 mile south of Gilkerson, Ark. No material damage to mail apartment, and clerk uninjured. Delayed fifteen hours.

January 7, 1887.—Express train No. 5, Chicago, St. Paul, Minneapolis and Omaha Railway (St. Paul and Albert Lea line), collided with

train on Minneapolis and Saint Louis Railway. One pouch, Minneapolis to Kasota, Minn., and one tie-sack of paper mail, Minneapolis, Minn., to Tracy and Pierre R. P. O., were damaged by fire, but without injury to the mail matter contained therein.

January 7, 1887.—La Fayette and Quincy R. P. O., postal car No. 238, took fire from the Baker heater between Springfield and Riverton, Ill., but was extinguished by the clerks without serious damage. Two leather pouches were burned, but no damage done to mails.

January 7, 1887.—Danville and Olney R. P. O., train No. 62, was wrecked 1 mile south of Hunt City, Ill. The mail and four freight cars left the track, but the former sustained no material injury. No one hurt.

January 8, 1887.—Chicago, Decatur, and Saint Louis R. P. O., train No. 5, collided with a freight train a few miles south of Chicago, Ill. M. Dempsey, clerk on duty, was thrown against the paper-case and sustained slight injury to his back. No mails lost or damaged.

January 8, 1887.—Boston, Springfield, and New York R. P. O. was detained 2 miles south of Bridgeport, Conn., owing to draw-bar on baggage car having been pulled out. The car was side-tracked and train went on without it. All connections missed east of Bridgeport.

January 10, 1887.—Duluth and Eau Claire R. P. O., train No. 19, left the track 47 miles north of Eau Claire, Wis., doing no damage to mail beyond soiling a few letters and delaying arrival at Duluth, Minn., four hours. No one hurt.

January 10, 1887.—Port Austin and Port Huron R. P. O., train No. 3, apartment car was cut out, owing to loose wheel, at Palms, Mich. Mail was transferred to baggage car and massed on Port Huron office, as there was no room to work it.

January 12, 1887.—Chicago and Cedar Rapids R. P. O. (night line). While train was running at a high rate of speed, causing train to sway more than usual, a pile of Iowa paper mail toppled over (unnoticed) and fell against the stove, taking fire. As soon as possible fire was extinguished, with a loss of three pieces and damaging fifteen pieces of paper mail.

January 12, 1887.—Denison and San Antonio R. P. O., train No. 154, running at an unusual rate of speed, was wrecked at Hillsborough, Tex., demolishing portion of mail apartment car. Clerk-in-Charge G. B. M. Houston was seriously injured on knee-joint and incapacitated for duty. Substitute Clerk Howe was only slightly injured. No loss or damage to mails.

January 12, 1887.—Kansas City and Memphis R. P. O., train No. 3, collided with switch engine at Garvey, Ark., with such force that Postal Clerk J. L. Oldham lost his balance and fell to the floor, injuring his back and shoulders to such an extent as to unfit him for duty for sixteen days. No loss or damage to mails.

January 13, 1887.—Wilmington and Jacksonville R. P. O., train No. 43, collided with a freight train near Screven, Ga., badly wrecking both engines. No damage to clerk or mails.

January 14, 1887.—Pueblo and Silverton R. P. O., train No. 52, was wrecked by a snow slide $3\frac{1}{2}$ miles south of Silverton, Colo. The postal car was badly damaged, windows, doors, etc., being crushed in by falling snow. No mails lost or damaged and postal clerk unhurt.

January 15, 1887.—Montgomery and Somerville R. P. O., train No. 18, was wrecked between Yarborough and Navasota, Tex., and postal car turned completely over. Clerk J. W. Simonton was thrown across the car and considerably bruised. All mails saved.

January 18, 1887.—New York and Chicago R. P. O., train No. 16. Postal Clerk B. F. Warfield was seriously injured while getting off train in Grand Central depot before it stopped. He, in some manner, slipped, and two of his ribs were broken.

January 18, 1887.—Chicago and Winona R. P. O. (night line) was wrecked near Elroy, Wis. Mail car damaged and rendered useless for service. No injury to clerks or mails.

January 18, 1887.—Calmar and Chamberlain R. P. O. was thrown on its side near Garner, Iowa, and Postal Clerk E. C. Walker slightly injured. Mail saved, but in bad condition.

January 20, 1887.—Canastota and Elmira R. P. O., train No. 4. Forward end of mail car jumped the track 4 miles east of Cortland, N. Y., throwing whole train off and wrecking it. No damage to mails and no one injured.

January 22, 1887.—Nashville and Saint Louis R. P. O., train No. 54, was wrecked at Hawthorn, Ill., by explosion of the boiler of locomotive, killing engineer and fireman. The mail apartment car left the track and landed in a field on its side, badly smashed. The interior of car was destroyed and mails scattered in all directions, badly damaged. Some of the paper mail destroyed by fire. Postal Clerks H. J. Clark and A. E. Trotter were slightly injured.

January 23, 1887.—Dallas and El Paso R. P. O., train No. 2. Mail apartment car was boarded near Gordon, Tex., by 8 robbers, who secured 28 registered packages.

January 24, 1887.—San Francisco and Los Angeles R. P. O. left the track at Lathrop, Cal., and was badly wrecked. Postal Clerk T. W. Gaffey considerably bruised. No mail lost or damaged.

January 24, 1887.—Helena and Clarendon R. P. O., train No. 2, was wrecked at 32-mile post. Mail apartment had to be abandoned and mails taken to Clarendon, Ark., on flat car. Clerk-in-Charge W. L. Hinton was considerably bruised, but not disabled. No mails lost or damaged.

January 27, 1887.—La Junta and Albuquerque R. P. O., train No. 602, while running at a high rate of speed, was wrecked at Wallace, N. Mex., by collision with freight cars which had broken loose from a freight train and were running "wild" down grade. No material damage to mail apartment. Three sacks of papers somewhat damaged by water, but forwarded to destination. Postal Clerk G. A. Smith badly bruised, but not disabled.

January 27, 1887.—Omaha and Ogden R. P. O., train No. 1, was wrecked by a broken switch one-half mile west of Evauston, Wyo. The mail car was totally wrecked, and some letter mail slightly damaged by oil and snow. H. W. Yates, clerk in charge, was severely bruised and incapacitated for duty.

January 27, 1887.—Green River and Huntington R. P. O., train No. 502, was wrecked by snow 2 miles east of Ham's Fork, Wyo., killing fireman and badly damaging one end of mail car. No injury to clerk or loss or damage to mails.

January 28, 1887.—Express train No. 4 went through a bridge at Rush Station, Ky. Mail matter considerably damaged by water, and a portion sent to Dead Letter Office. This train carries all express pouches from Cincinnati, Lexington, etc.

January 31, 1887.—Tracy and Redfield R. P. O. was wrecked by a broken rail 3 miles east of Altamont, Dak. J. F. Bryan, clerk on duty, had his head cut and sustained injuries to his left hip, shoulders, and back. No mail lost, but some slightly damaged.

February 1, 1887.—La Fayette and Quincy R. P. O., postal car No. 238, took fire from explosion of defective heater while in round-house at La Fayette, Ind., and the car and almost entire contents, consisting of 125 tie-sacks, with wooden tags, locks, post-marking stamps, schemes, and personal property of clerks, were consumed. Postal Clerk Fred. Schultheis had recently entered the car preparatory to taking his run out when the accident occurred, and only succeeded in saving his registers and overcoat.

February 1, 1887.—Billings and Helena R. P. O. train ran over a broken rail $2\frac{1}{2}$ miles from Stillwater, Mont., and 4 cars went over a steep embankment to the ice on the Yellowstone river. The mail car hung partly over the bank, at an angle of 45 degrees, its trucks and one end being badly smashed. The mails were thrown about the floor and were soon covered with water from the tank, which soon froze, it being 25 degrees below zero. The mails were thawed without material damage. Postal Clerks W. F. Zietz and M. W. Miles were slightly bruised and suffered from the extreme cold, the former having his feet and hands frozen.

February 2, 1887.—Denver and Leadville R. P. O., train No. 401, collided with express train at Slaghts, Colo., wrecking mail apartment car, but doing no damage to mails or injury to clerk. Mails transferred and taken as far as Como, where mail train was abandoned.

February 4, 1887.—Saint Albans and Boston R. P. O. (night line) was wrecked at Woodstock, Vt. No injury to clerks or damage to mails.

February 4, 1887.—Omaha and McCook R. P. O. train collided with a freight train one-half mile west of Kenesaw, Nebr. The letter-case end of postal car was broken in and mails badly scattered and about 50 letters soaked in oil. J. M. Butler and F. D. Spencer, clerks on duty, were slightly bruised.

February 5, 1887.—Greenville and Columbus R. P. O. Harry Dixon, railway postal clerk, while attempting to make catch at Stinson, Ga., fell from the car. His forehead struck some hard object and his skull was broken, from which he afterwards died.

February 5, 1887.—Des Moines and Cainesville R. P. O. car was badly wrecked near Norwalk, Iowa, and service performed in passenger car between Osceola, Iowa, and Cainesville, Mo. No injury to clerk or loss or damage to mails.

February 8, 1887.—Greenwood Lake and New York R. P. O. was run into by an ice train of 18 cars at Midvale Station, N. J., the engine of ice train crushing into rear end of postal car. G. W. Shaw clerk on duty, jumped from the car and escaped with a few slight bruises. Mails uninjured.

February 9, 1887.—Butte City and Ogden R. P. O., train No. 601, was wrecked by a broken rail near Pleasant Valley, Idaho. Postal car had to be abandoned and mails were transferred without loss or damage to baggage car, arriving at Butte City, Mont., twenty-two hours late. Clerk unhurt.

February 9, 1887.—West Winstead and Bridgeport R. P. O. broke a wheel while running between Beacon Falls and Seymour, Conn. Postal car left at Seymour and mails transferred to freight car.

February 10, 1887.—Cleveland and Pittsburgh R. P. O. train went through bridge, which had been washed away by high water, near Newburgh, Ohio. Postal Clerks S. H. Dawson and A. H. Smith were slightly bruised. No mail lost or damaged.

February 11, 1887.—Kansas City and Pueblo R. P. O. Engine of train No. 4 was derailed near Lawrence, Kans. Postal car turned on

its side and was badly wrecked, both platforms and ends being broken in. Fire escaped from the stove, but mails were not damaged nor clerks injured.

February 11, 1887.—Ottawa and Emporia R. P. O., train No. 62, was derailed by broken flange 1 mile west of Quenemo, Kans. No material damage to mail apartment, and clerk unhurt. Mail considerably damaged by oil, but all forwarded to destination.

February 11, 1887.—Frankfort and Saint Louis R. P. O., train No. 12, was wrecked 2 miles west of Fancher, Ill., by mail-apartment car jumping the track and rolling down a 20-foot embankment. The car was badly damaged; 5 canvas sacks damaged by fire, but mail saved, only a few pieces injured by water and coal dust. Postal clerk slightly bruised.

February 11, 1887.—Kane and Callery R. P. O. car left the track on account of a broken trestle (a tree having fallen across it just before the train arrived), 3 miles south of Sheffield Junction, Pa., overturning the car and slightly injuring Postal Clerk W. S. Copley. Mails were badly scattered, and 26 letters damaged by oil. The car took fire, burning the overcoat and uniform of the postal clerk, but was extinguished without further damage.

February 12, 1887.—Chattanooga and Macon R. P. O. train ran into an open switch at Varnell Station, Ga., Postal Clerk John Rooney was in the act of catching the mail and had the handle of catcher in his hand when it struck his collar bone, considerably injuring him and incapacitating him for duty five days.

February 12, 1887.—North Judson and Streator R. P. O. train ran into a washout 9 miles east of Momence, Ill., and near a flag station called Limeville (n. o.), Ind. The engine passed over, but the postal-car was derailed and badly damaged. Mails were transferred to engine without loss or damage and worked to Kankakee, Ill., where postal car was procured and run completed. No one hurt.

February 17, 1887.—Pueblo and Silverton R. P. O. One of the apartment cars of the above R. P. O., in charge of express messenger, with entire contents, consisting of mail, baggage, and express, was burned near Colorado Springs, Colo., caused by derailment of train by wind storm. No clerks run on that portion of Denver and Rio Grande Railway between Denver and Pueblo, Colo., and mails are put in charge of express messenger.

February 17, 1887.—Denver and Leadville R. P. O., train No. 401 (west bound), was derailed by wind 10 miles from Denver, Colo., and entire train, except engine, went over an embankment. The rear coach was burned. All passengers wounded. Railway Postal Clerk D. M. Morrison was injured on head and back and incapacitated for duty. Mail apartment took fire, but was extinguished and all mails saved, a portion being damaged by oil and water.

February 17, 1887.—Denver and Leadville R. P. O., train 402 (east bound), was derailed by wind near Como, Colo., the coaches rolling over and a number of passengers seriously injured. Mail apartment went down an embankment, but no mails lost or damaged, and clerk unhurt.

February 17, 1887.—Butte City and Ogden R. P. O., train No. 602, ran off track at an open switch in the yards at Pocatello, Idaho, badly wrecking mail car, which had to be abandoned, and mails were transferred, without loss or damage, to baggage car. Clerk unhurt.

February 17, 1887.—Chicago and West Liberty R. P. O., train No. 12, ran into rear end of train 2, which was standing at Bureau, Ill. The tender of engine crushed through and into mail car the distance of 10

feet. No mail damaged, but 100 letters soiled by oil and water. Clerk H. S. Morgridge slightly bruised.

February 24, 1887.—Whatcom and Seattle R. P. O. (steamboat mail service). In sending pouch of mail ashore at Sehome, from Whatcom, Wash., it accidentally fell overboard and was lost. Pouch contained about a half dozen letters.

February 26, 1887.—Saint Albans and Ogdensburgh R. P. O. collided with a freight train 3 miles east of Champlain, N. Y. No injury to clerk or loss or damage to mails. Delayed twenty-four hours.

February 26, 1887.—Grafton and Chicago R. P. O. collided with a freight train at West Zanesville, Ohio. Postal car considerably damaged. No loss or damage to mails, and clerks escaped uninjured.

February 26, 1887.—Albuquerque and Mojave R. P. O., train No. 52, ran into a burned bridge one-half mile west of Needles, Cal., killing engineer, fireman, and 6 passengers, and badly wrecking mail car, which turned over and took fire; 250 packages of letter mail, 20 empty pouches, 30 sacks of paper mail, 100 empty tie-sacks, and 8 registered packages were destroyed; 4 sacks of paper mail (partly filled) and 5 packages of letters were saved. Postal Clerk E. L. Pippin was wedged fast in the debris of mail apartment, engine, and express car, and was chopped out by passengers. He was unconscious for several hours after being taken from the wreck, having sustained serious injuries, from which he has never recovered.

February 27, 1887.—Kansas City and Pueblo R. P. O., train No. 101. On account of overloaded car, a canvas, containing Kansas City, Mo., daily papers, toppled over and fell upon the stove (after leaving Scranton, Kans.) and caught fire. Clerks were compelled to throw the sack from the car door in order to save the other mail. The sack was destroyed.

February 27, 1887.—Kansas City and Denver R. P. O., train No. 202, collided with a freight train near Wallace, Kans. The postal car was badly damaged by freight car being forced through forward end. No injury to clerks or loss or damage to mails.

February 27, 1887.—Atlanta and Birmingham R. P. O., train No. 51, was run into by express train at Oakdale, Ga., crippling both engines. Postal Clerk A. A. Blake jumped from his car and escaped material injury. No mails lost or damaged.

February 28, 1887.—Cameron and Atkinson R. P. O., train No. 64, was wrecked at the Chicago, Rock Island and Pacific crossing, near Saint Joseph, Mo. The mail apartment turned on its side and was badly wrecked. Postal Clerk J. R. Polk was thrown on the stove and had three ribs broken, and otherwise internally injured, from which he has never recovered. No mails were lost or damaged.

March 4, 1887.—La Junta and Albuquerque R. P. O., train No. 602, ran into a burning bridge 4 miles east of Wagon Mound, N. Mex. The engine, express, mail apartment, and one passenger coach were consumed by fire. Eight hundred packages of letters, 60 sacks of papers, 1 sealed sack of mail from the Republic of Mexico, 24 registered packages, 6 through registered pouches, and 2 inner registered sacks were destroyed. Postal Clerk F. H. Clement was thrown violently to one end of the car, but was not seriously injured.

March 5, 1887.—Saint Louis and Texarkana R. P. O., train No. 603, ran into a washout at Joachin creek, 39 miles south of Saint Louis, Mo. The postal car followed the engine in a plunge of 25 feet into a swift current of water. The forward end of storage car and 8 feet of right side of forward end were torn away; the water poured in with great

velocity, washing away letter end of car. Clerk J. W. McCullough was thrown from the letter case to pouch rack; recovering, he knocked out upper part of door with an ax and climbed on top of car. Clerks E. L. Shaffer and S. F. Ryan were partially stunned, but succeeded in breaking out a window and escaped to top of car, which was now submerged in water to the depth of 8 feet, and a swift current rushing through it carrying everything before it. The clerks were in this position for 1½ hours, when they were rescued by two farmers. At time of accident there were 700 packages of letters, 180 sacks of papers, 5 through registered pouches, and 14 registered packages in the car. A portion of this mail was recovered, but major part was either washed away or buried under mud and débris. Clerks were disabled and incapacitated for a number of days. McCullough received a severe blow in the eye, a sprained ankle and elbow, and numerous cuts and bruises. Shaffer received injury to side and cuts and bruises. Ryan had chin cut open, several teeth knocked out, and numerous cuts and bruises.

March 5, 1887.—Chattanooga and Atlanta R. P. O., train No. 11, was backing in on side track at Marietta, Ga., when it was run into by No. 12, damaging both engines, but doing no injury to mail apartment, mails, or clerk.

March 7, 1887.—Rouse's Point and Albany R. P. O., train No. 4, left the track at Crown Point, N. Y., and plunged down an embankment. Postal Clerk T. H. Rouse bruised. A few letters slightly damaged by oil.

March 7, 1887.—Quincy and Kansas City R. P. O., train No. 3, was wrecked near Mooresville, Mo., by breaking of axle under tender of engine. Mail car derailed and letter mail thrown from case, but none lost or damaged. Postal Clerk W. T. O'Bryant slightly cut and bruised, but not disabled.

March 8, 1887.—Hightstown and Philadelphia R. P. O. train was derailed and wrecked at New Sharon, N. J., and Postal Clerk A. A. Perrine was burned up in his car, together with the mails and all the property of the Department.

March 12, 1887.—Texarkana and Houston R. P. O. train No. 453, was wrecked 5 miles north of Nechesville, Tex. Engine, mail, and express car left the track, but clerk in charge was unharmed. No mails lost or damaged.

March 12, 1887.—Hightstown and Philadelphia R. P. O. train was wrecked by broken rail one mile north of New Egypt, N. J. No injury to clerk or damage to mails.

March 14, 1887.—Pittsburgh and Saint Louis R. P. O., train No. 7 (fast mail), ran through an open switch at Fernwood, Ohio, and was wrecked. The postal cars were turned over and somewhat damaged. No mails lost or damaged nor clerks injured.

March 16, 1887.—Syracuse, Auburn, and Rochester R. P. O., train No. 14, while rounding a curve near the depot at Geneva, N. Y., collided with a freight train pulling out on same track. The tender of engine stove in the end of mail car No. 3. Clerk F. A. Holmes was badly cut on the fore and back of his head and had his arm wrenched. Clerk G. W. Smith had left arm and wrist badly bruised. No mail lost, but some damaged by oil and water.

March 16, 1887.—Canastota and Elmira R. P. O. train was badly wrecked between Park and Erin, N. Y. The mail car was thrown from the track against a stump, which broke a hole through its side. Clerk J. K. Holly was slightly bruised on the arm and hip by being thrown across the car. Some mail damaged by oil, but none lost.

March 22, 1887.—La Junta and Albuquerque R. P. O., train No. 601, collided with a construction train between Fulton and Rowe, N. Mex. Mail car was wrecked and left at Albuquerque, N. Mex., for repairs. Railway Postal Clerk E. Deeds was disabled for several days from shock. No mails lost or damaged.

March 22, 1887.—Bethlehem and Philadelphia R. P. O., train No. 14, collided with a freight train near Lansdale Junction, Pa. Clerk C. C. Reiff was imprisoned in the car by trunks from baggage apartment, but made his escape uninjured. No mails lost or damaged.

March 23, 1887.—Salamanca and Kent R. P. O. ran through a misplaced switch on entering Salamanca, N. Y., and collided with a freight train on side track. The mail car was totally demolished, and Clerks J. C. Devine and E. T. Metcalf were seriously injured. Paper mail badly damaged, but not lost.

March 30, 1887.—Goodwater and Opelika R. P. O. While Postal Clerk John T. Holtzelaw was at the post-office in Opelika, Ala., registering his arrival, the car took fire from the stove, and three canvas sacks and one leather pouch were destroyed. No letters were lost, but paper mail, principally Atlanta Constitution, was badly damaged, and some defaced and destroyed.

April 1, 1887.—Saint Louis, Moberly, and Kansas City R. P. O., train No. 11, collided with a freight train near Ferguson, Mo. One end of postal car was knocked in and mail in letter case scattered on the floor. Mails transferred without loss or damage and clerks uninjured.

April 2, 1887.—Ogden and San Francisco R. P. O., train No. 2, descending the western slope of the Sierra Nevada mountains, at a high rate of speed, the engine left track on account of a broken flange 3 miles east of Auburn, Cal., and dashed into the bank of the cut. The postal car was literally torn to pieces. Clerk C. W. Gurney was slightly bruised about the shoulder, arms, body, and left arm rendered useless for some time. Clerk J. W. Stevenson was cut over left eye, on right cheek, and on both legs, the left one being badly scalded. Some mail damaged by steam and dirt, but none lost.

April 4, 1887.—Palestine and San Antonio R. P. O., train No. 503, was derailed 3 miles south of Hearne, Tex., turning over one coach and injuring several passengers. Trucks were forced from under mail apartment, but mails not damaged nor clerk injured.

April 4, 1887.—Spartanburgh and Augusta R. P. O. was wrecked 2 miles from Spartanburgh, S. C., killing fireman and injuring engineer. The mail car badly damaged, but no injury to clerk or loss or damage to mails.

April 6, 1887.—Burnet and Austin R. P. O., train No. 1, was derailed near Austin, Tex., by running over a cow. Fireman was killed and engineer and several passengers seriously injured. No mails damaged and clerk unhurt.

April 7, 1887.—Atchison and Lenora R. P. O. (east bound). Frank McNulty, railway postal clerk, while standing in the door of his car looking towards rear end of train, was struck by a bridge one-half mile east of Clyde, Kans., and knocked from his car into the stream. He sustained a fracture of petrous portion of right temporal bone, producing concussion of the brain, from which he has never recovered.

April 7, 1887.—Auburn and Freeville R. P. O., train No. 24, was wrecked by 5 freight cars in the train leaving track near Asbury Station, N. Y. No injury to clerk or damage to mails.

April 7, 1887.—Saint Paul and Des Moines R. P. O., train No. 1, ran into stock which were crossing track between New Richmond and

Waseca, Minn., badly wrecking mail car, slightly bruising Postal Clerk John Kelley. No mail lost, but some damaged.

April 10, 1887.—Denver and Ogden R. P. O., train No. 7, ran into a landslide near Delta, Colo., throwing engine and tender into the Gunnison river. Mail apartment was badly wrecked, but mails not damaged. Clerk unhurt.

April 12, 1887.—Terre Haute, Washington, and Evansville R. P. O., train No. 10, was wrecked near Saline City, Ind. Engine and mail apartment car left track and went down an embankment, the latter turning bottom up and badly damaged. Clerk J. B. Wallace slightly bruised. Mail slightly damaged; none lost.

April 16, 1887.—Albuquerque and Los Angeles R. P. O., train No. 51, wrecked by a broken flange one mile east of Ash Fork, Ariz., completely wrecking mail apartment. Clerk A. D. Gogin had his nose broken, his eye badly injured, and otherwise cut and bruised, being incapacitated for duty ninety days. No mails lost, but considerably damaged by blood.

April 17, 1887.—Texarkana and El Paso R. P. O., train No. 2, was derailed and wrecked 6 miles west of Dallas, Tex. The axle broke under mail apartment, letting it down on the rails and throwing letters from case, but none materially damaged. Clerk unhurt.

April 20, 1887.—Albuquerque and Los Angeles R. P. O., train No. 51, wrecked 3 miles east of Challender, Ariz. Mail apartment derailed and slightly damaged. No injury to clerk or loss or damage to mails. Train delayed fourteen hours.

April 20, 1887.—Texarkana and El Paso R. P. O., train No. 3, was wrecked 11 miles west of Big Springs, Tex., caused by breaking of axle under mail apartment, derailing entire train. Mails scattered, but none lost or damaged, and clerk unhurt.

April 22, 1887.—Texarkana and Waco R. P. O., train No. 1, wrecked by collision, 1 mile east of Mount Pleasant, Tex. One end of mail apartment crushed in and badly damaged. No injury to clerk or loss or damage to mails.

April 25, 1887.—Dayton and Ironton R. P. O. train jumped track near Gallia Furnace, Ohio, and went into a ditch. The contents of stove were thrown over mail matter, which took fire; 5 pouches and 6 tie-sacks more or less destroyed. Registers saved. Clerk L. J. Marshall considerably bruised.

April 26, 1887.—Kansas City and New Kiowa R. P. O., train No. 4, was wrecked near Cambridge, Kans., by derailment of tender. The mail apartment was turned on its side and badly damaged. Mails badly scattered, some damaged by oil, but all supposed to have been saved. Clerks uninjured.

April 27, 1887.—Deming and Los Angeles R. P. O., train No. 20, when near Papago Station, 6 miles east of Tucson, Ariz., was stopped by robbers, who began firing shots into the postal and express cars from both sides of the train, five of which entered the postal car, one striking the lamp and extinguishing the light. They then compelled the engineer and fireman to gain them admission to the postal and express cars by threatening to blow them up with giant powder. Substitute Clerk C. S. True was in charge of the postal car. The robbers first took his personal valuables, then asked for the registered matter. Clerk True, in order to save the inner registered sack from Deming to Colton, and the through registered pouch from Saint Louis to Los Angeles, showed them a drawer in which he had placed some of his local registers; the ruse proved a success, for the pouch and sack were not dis-

turbed. After compelling the postal clerk, express messenger, and train employes to remain behind, they ran the train 7 miles down the road. When the robbers had left it was found that six registered packages had been tampered with, from four of which the entire contents had been taken. The letter mail had been scattered about the car, but none had been destroyed as far as could be learned.

May 2, 1887.—Columbia and Perryville R. P. O., train No. 23, ran into rear end of a freight train 1 mile south of Creswell Station, Pa. Postal Clerk G. W. Schroeder was thrown 10 feet through the entrance of mail room into baggage apartment, striking against a partition and falling on the express safe, resulting in bad bruises on left leg and both arms. No mail lost or damaged.

May 2, 1887.—Washington and Wilmington R. P. O., train No. 23. A wheel under postal car 302 broke at Staples, Va., tearing out floor of car and destroying the wardrobe. No injury to clerks. Mails transferred without loss or damage.

May 2, 1887.—Albuquerque and Los Angeles R. P. O., train No. 1, was derailed 3 miles west of Fort Wingate, N. Mex., and mail apartment completely wrecked. No mail lost or materially damaged. Postal Clerk P. H. Blades somewhat injured, but not disabled. Substitute Clerk J. O. Connell slightly bruised. Delayed twenty-four hours.

May 4, 1887.—Oneida and New York R. P. O., train No. 2, collided with a gravel train $1\frac{1}{2}$ miles north of West Point, N. Y., badly wrecking two express cars and front end of mail apartment. No mails lost or damaged. Clerk unhurt.

May 4, 1887.—Albuquerque and Los Angeles R. P. O., train No. 2, ran into a burned bridge 20 miles east of Daggett, Cal., wrecking nearly entire train. Mail apartment was thrown across the track and badly damaged. Postal Clerk Pierce B. Green was injured about head and shoulders and incapacitated for duty. No mails lost, but some damaged by oil. Arrived at Albuquerque, N. Mex., twenty-six hours late.

May 7, 1887.—Omaha and Atchison R. P. O., train No. 4, collided with a freight train at Delta, Nebr. Postal Clerk A. F. Gratigny was thrown under paper table somewhat bruised. No mails lost or damaged.

May 8, 1887.—Texarkana and El Paso R. P. O., train No. 4, was wrecked between Pecos and Monahan, Tex., by the breaking of trucks under fruit car. Mail apartment was derailed and turned over. Considerable mail saturated with oil, but none lost. Clerk unhurt.

May 11, 1887.—Williamsport and Reading R. P. O. Train ran into rear end of freight, which stood on main track, 1 mile north of White Deer Mills, Pa. The baggage end of mail apartment was broken and Clerk J. M. Decker was considerably bruised. No mail damaged.

May 12, 1887.—La Junta and Albuquerque R. P. O., train No. 602, was wrecked 5 miles north of Cerrillos, N. Mex., by breaking of axle under tender of engine. The break beams on mail apartment were broken and trucks knocked from under car. Mails scattered and some slightly damaged, but none lost. Train delayed twenty-four hours. Clerk unhurt.

May 12, 1887.—New York and Pittsburgh R. P. O., train No. 6, collided with a box car near Bellewood, Pa., breaking in front end and demolishing postal car No. 19. No mails lost or damaged, and clerks unhurt.

May 13, 1887.—West Point and Mobile R. P. O., train No. 2, collided with a freight engine near Waynesborough, Miss. Postal car badly demolished and mails considerably damaged by oil and water, but none lost. Clerk C. W. Bell was somewhat injured and incapacitated for duty.

May 14, 1887.—Columbus, Midland City, and Cincinnati R. P. O., train No. 108, jumped the track 3 miles from Cincinnati, Ohio, and was wrecked. Mail apartment car considerably damaged, but mails in good condition. Clerk uninjured.

May 15, 1887.—La Crosse and Woonsocket R. P. O., train No. 4, ran through an open switch at Ramsey, Dak., and was derailed. Postal Clerk Thaddens Wilkins, who was off duty and asleep, was thrown from his bunk and slightly injured. No mail lost or damaged.

May 17, 1887.—Hannibal and Gilmore R. P. O., train No. 2, was wrecked near Bowling Green, Mo., by derailment of engine and baggage car. No material damage to mails or mail apartment, and clerk was uninjured.

May 17, 1887.—Monmouth Junction and Manasquan R. P. O., train No. 387, collided with a passenger train near Tennant, N. J. The tender of engine crushed into mail apartment and considerable mails damaged by water, but all forwarded to destination. Clerk D. B. Stevens slightly bruised.

May 17, 1887.—Kansas City and Pueblo R. P. O., train No. 3, was derailed and wrecked by cattle at Booneville, Colo. The postal car was badly damaged. No injury to clerks or mails.

May 19, 1887.—Council Bluffs and Moberly R. P. O., train No. 8, was wrecked by a misplaced switch near Burlington Junction, Mo. Mail apartment turned partly over and mails scattered, but none lost or damaged. Clerk unhurt.

May 20, 1887.—Nashville and Chattanooga R. P. O., train No. 6, collided with a freight train 2 miles from Chattanooga, Tenn., and had to be abandoned. Mails transferred without loss or damage to train No. 2. Postal Clerk S. L. Mason considerably bruised.

May 21, 1887.—Albany and Binghamton R. P. O., train No. 1, collided with a working train near Osborne Hollow, N. Y. One end of mail apartment was demolished and Postal Clerk Oscar Wendell was thrown against pouch rack, his head going through the window glass in the door. However he escaped with slight bruises. No mail damaged.

May 26, 1887.—Fernandina and Orlando R. P. O., train No. 7, ran through an open switch 2 miles south of Ocala, Fla., derailing train and turning mail car over into the ditch. No injury to clerk or loss or damage to mails.

May 27, 1887.—Texarkana and El Paso R. P. O., train No. 3, was wrecked by an imperfect rail one-half mile west of Park, Tex. No mails lost or damaged. Clerk R. W. Turner jumped from his car and sprained his ankle, incapacitating him for duty.

May 29, 1887.—Brunswick and Albany R. P. O., train No. 2, jumped the track 22 miles east of Albany, Ga. Clerk J. W. White had his hands severely cut by broken glass, necessitating his absence from duty for several days. No mail lost or damaged.

May 31, 1887.—Cleveland and Cincinnati R. P. O., train No. 9, collided with a freight train at Osborn, Ohio. Postal car was thrown off track at right angles, the engine crushing in its side and wrecking it. Letter mail was considerably damaged by water and steam, also beer from one of the freight cars. Clerks uninjured.

June 1, 1887.—Grafton and Chicago R. P. O., train No. 9, was run into at Mansfield, Ohio, by a Pittsburgh, Fort Wayne and Chicago engine. Postal car badly damaged and abandoned at Chicago Junction, Ohio. No injury to clerks or loss or damage to mails.

June 4, 1887.—Texarkana and El Paso R. P. O., train No. 4. Mail apartment entered by masked men 2 miles east of Benbrook Station, Tex., and 3 registered packages taken. Forty-seven registers, which

had been secreted by Postal Clerks Richard Griffin and R. T. Skiles, were not found by the robbers.

June 4, 1887.—Butte City and Ogden R. P. O., train No. 601, ran into a herd of cattle which were upon the track at Divide, Mont., ditching engine, mail, and express cars. The mail car was a complete wreck, and took fire, but was extinguished without damage to mails. Clerk uninjured.

June 10, 1887.—Cairo and Texarkana R. P. O., train No. 2, was wrecked near Jonesborough, Ark. Coaches and mail apartment left the track and rolled down an embankment 7 feet high. Clerk S. C. Reynolds slightly injured. All mails saved, but damaged by oil.

June 12, 1887.—Shreveport and Houston R. P. O., train No. 1, was wrecked 18 miles north of Houston, Tex. Mail apartment badly damaged, but mails not injured. Clerk unhurt.

June 17, 1887.—Chattanooga and Meridian R. P. O., train No. 5, ran through an open switch at Tuscaloosa, Ala., badly wrecking mail car and damaging the mails. Postal Clerks John A. Thomas and B. T. Johnson considerably hurt.

June 18, 1887.—Denison and San Antonio R. P. O., train No. 153, ran over a cow while entering the yards at Taylor, Tex., derailing mail apartment, which collided with a freight car on side track and was badly damaged, the sides being crushed in. Clerks G. B. M. Houston and R. Bernhard were both slightly bruised. No mail lost or damaged.

June 21, 1887.—Wilmington and Jacksonville R. P. O., train No. 43, was derailed and car turned over between New Roads and Rantowls, S. C. No mail destroyed, but a few papers slightly damaged by oil. Clerks unhurt.

June 21, 1887.—Cairo and Poplar Bluff R. P. O., train No. 682, was wrecked 1 mile east of Essex, Mo., by a tree which had fallen across the track. No mails lost or damaged, and clerk unhurt.

June 22, 1887.—Baltimore and Grafton R. P. O., train No. 6, was wrecked by a broken rail 3 miles east of Terra Alta, W. Va. Whole train, except engine, left the track, and postal car (No. 15) was thrown down an embankment 40 feet, turning completely over in its descent. Clerk W. H. Wiley, was cut on the head and injured about the body. Clerk M. B. Domer had his arm seriously injured. Clerk H. C. Worthington was injured about the hips. Mail all saved, but some letters slightly damaged.

June 24, 1887.—Cairo and Poplar Bluff R. P. O., train No. 681, collided with a stock train at Rodney's, Missouri (n. o.). The engine and front end of mail car were badly damaged, but no mail lost or destroyed, and clerk in charge uninjured.

June 24, 1887.—Temple and Ballinger R. P. O., train No. 13, was wrecked by cattle 5 miles east of Goldthwaite, Tex. Mails transferred, without loss or damage, to caboose. No one hurt.

June 29, 1887.—Palestine and Laredo R. P. O., train No. 503, was wrecked 1 mile south of McNeil Station, Tex., engine and mail apartment leaving the track. Postal Clerk M. Volts jumped from the car and was slightly injured about the feet and ankles. No mails lost or damaged.

June 30, 1887.—Dresden and Cincinnati R. P. O., train was wrecked 2 miles west of Zanesville, Ohio. Mail apartment car was thrown down an embankment and had to be abandoned, and mails were transferred, without loss or damage, to open car. Clerk slightly bruised.

RECAPITULATION.

Total casualties	244
Killed	5
Seriously injured	45
Slightly injured	72

Recapitulation of casualties in the Railway Mail Service from 1875 to 1887.

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	3
1879	2,009	35	3	14	13
1880	2,946	26	.....	14	15
1881	3,177	62	7	15	22
1882	3,570	83	3	16	20
1883	3,855	114	1	35	42
1884	3,963	154	7	28	60
1885	4,287	102	2	35	65
1886	4,573	211	.....	60	60
1887	4,851	244	5	45	72

* Not reported.

REPORT
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL
TO THE
POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1887.

867

REPORT
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 5, 1887.

SIR: In the following report of the operations of this office for the fiscal year ended June 30, 1887, which I have the honor to submit, the facts are given from personal knowledge for only a portion of the year—that which is comprehended in the period from April 1, 1887, the date of my appointment, to June 30; but I take pleasure in saying that I have found the system under which the office has been conducted to be so excellent, and the manner in which the business is performed to be so systematic and correct, that I am able to present the report with the same confidence that I should feel if my incumbency had extended over the whole year.

In submitting this report I beg leave to refer particularly to the tables appended to it, which, containing as they do some of the essential parts of the report in condensed statistical form, are worthy of special attention. The following is a list of them :

No. 1. Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1889.

No. 2. Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1887, 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 ending June 30, 1887, compared with the receipts and expenditures of the fiscal years ending June 30, 1885, and June 30, 1886.

No. 4. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1887.

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 ending June 30, 1887.

No. 6. Statement showing the issue of postage stamps, stamped envelopes, newspaper wrappers, and postal cards, by denominations, for the fiscal year ending June 30, 1887.

No. 7. Statement showing the increase in the issues of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards for the year ending June 30, 1887, as compared with those of the previous year.

No. 8. Value of postage-stamps issued by fiscal years from their introduction to June 30, 1887.

No. 9. Statement, by fiscal years, of the issues of stamped envelopes from their introduction to June 30, 1887.

No. 10. Statement, by fiscal years, of the number of postal cards issued from their introduction to June 30, 1887.

No. 11. Comparative statement of second-class matter mailed at first-class post-offices, 1885-'86 and 1886-'87.

No. 12. 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 ending June 30, 1887.

No. 13. Statement showing the increase of registered letters and parcels upon which fees were collected at thirty of the leading cities during the fiscal year ending June 30, 1887, over the number registered during the preceding year.

No. 14. Statement showing the operations of the registry system at the cities of New York, Philadelphia, Chicago, Saint Louis, and Washington during the fiscal year ending June 30, 1887.

No. 15. Statement showing the number and value of registered letters and parcels carried for the several Executive Departments during the fiscal year ending June 30, 1887.

No. 16. Statement showing the operations of the special-delivery system during the year ending September 30, 1887.

No. 17. Contract for furnishing registered-package, tag, official, and dead-letter envelopes during the fiscal year ending June 30, 1888.

STATEMENTS OF FINANCIAL OPERATIONS.

Continuing the excellent plan inaugurated by my predecessor, I present the following condensed statements of the financial operations of the Department, not only for the past fiscal year, but for the two prior years, the object of taking in these two years being to include in the statements all expenditures made on account of each year subsequent to its termination, and consequently not included, except by way of estimation, in any previously published statement. In this respect the statements differ from the Auditor's statements, as well as in the fact that they include, as a part of the cost of the postal service, amounts earned by the Pacific railroad companies in the transportation of the mails, which, under the law, instead of being paid in money, are certified to the Secretary of the Treasury for credit in the accounts between the Government and the companies.

FISCAL YEAR ENDING 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
From October 1, 1886, to September 30, 1887.....	26, 811. 99
	<u>49, 533, 149. 55</u>

Liabilities:

Amount of outstanding liabilities for various objects on account of the year.....	\$1, 639. 10
Amount payable to Pacific railroads under decision of the Supreme Court	<u>247, 830. 44</u>
	<u>249, 469. 54</u>
	<u>49, 782, 619. 09</u>
Deficiency in revenue	<u>7, 221, 775. 26</u>

COST OF POSTAL SERVICE.

Amount of expenditures and liabilities as above		\$49,782,619.09
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	
From October 1, 1886, to September 30, 1887....	544.68	
	<hr/>	1,344,752.12
Less amount erroneously certified as appears by decision of the Supreme Court, and transferred to outstanding liabilities, as above.....	247,830.44	
	<hr/>	1,096,921.68
 Total cost of service		<hr/> <hr/> 50,879,540.77
 Excess of total cost of postal service over revenue.....		8,318,696.94

The receipts were \$7,221,775.26, or 14.5 per cent., less than the expenditures and outstanding liabilities, and \$8,318,696.94, 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 Pacific railroads.

Compared with the previous fiscal year, there was a decrease of \$756,659.15, or 1.7 per cent., in the receipts; an increase of \$2,522,694.05, or 5.3 per cent., in the expenditures and liabilities; and an increase, also, of \$2,269,998.86, or 4.6 per cent., in the estimated total cost of the service.

FISCAL YEAR ENDING JUNE 30, 1836.

REVENUE.

1. Ordinary postal revenue	\$43,597,871.08
2. Revenue from money-order business	350,551.87
	<hr/>
Total gross receipts	43,948,422.95
Deduct amount charged to bad debts.....	12,174.25
	<hr/>
Leaves total revenue.....	43,936,248.70

EXPENDITURES AND LIABILITIES.

Expenditures:	
From July 1, 1885, to September 30, 1886	\$50,627,553.37
From October 1, 1886, to September 30, 1887 ...	211,881.50
	<hr/>
	50,839,434.87
Liabilities:	
Estimated amount of outstanding indebtedness for various objects on account of the year.....	\$2,500.00
Amount due for transportation on Pacific railroads, for which no appropriation was made.....	251,101.61
	<hr/>
	253,601.61
	<hr/>
	51,093,036.48
 Deficiency in revenue	<hr/> <hr/> 7,156,737.78

COST OF POSTAL SERVICE.

Amount of expenditures and liabilities as above.....	\$51,093,036.48
Amount certified to the Secretary of the Treasury for credit to Pacific railroads, from July 1, 1885, to September 30, 1886.....	\$1,112,138.40
From October 1, 1886, to September 30, 1887.....	391.22
Total amount certified.....	1,112,529.62
Total cost of the service.....	52,205,566.10
Excess of total cost of postal service over revenue.....	8,269,317.40

The receipts were \$7,156,787.78, or 14 per cent., less than the expenditures and outstanding obligations, and \$8,269,317.40, or 15.8 per cent., less than the total cost of the postal service, inclusive of the amount certified to the Secretary of the Treasury for transportation of the mail on Pacific railroads.

Compared with the previous fiscal year, there was an increase of \$1,375,404.87, or 3.2 per cent., in the net revenue; an increase of \$1,310,417.39, or 2.6 per cent., in the expenditures and liabilities; and an increase, also, of \$1,326,025.33, or 2.6 per cent., in the estimated total cost of the service.

FISCAL YEAR ENDING JUNE 30, 1887.

REVENUE.

1. Ordinary postal revenue.....	\$48,118,273.94
2. Receipts from money-order business.....	719,335.45
Gross revenue.....	48,837,609.39

EXPENDITURES AND LIABILITIES.

Expenditures:

Amount expended to September 30, 1887, on account
of the year ended June 30, 1887..... \$52,391,677.43

Liabilities:

Amount of indebtedness for various objects
certified to Auditor and not yet reported
for payment..... \$75,000.00

Estimated amount of indebtedness not yet
reported to Auditor..... 251,700.00

Estimated amount due for transportation
on Pacific railroads, for which no appro-
priation was made..... 295,571.59

Amount of indebtedness incurred for which
appropriations will be asked of Congress 119,302.98

741,574.57

Total actual and estimated expenditures for the service of the
year..... 53,133,252.00

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..... 4,295,642.61

COST OF POSTAL SERVICE.

Amount of actual and estimated expenditures, as shown above.....	\$53,133,252.00
Amount certified to Secretary of the Treasury by the Auditor for trans- portation of the mails on the Pacific railroads, and by law not charged to the appropriations for the postal service.....	1,187,027.33
Total estimated cost of the postal service for the year.....	54,320,279.33
Deduct amount of gross revenue, as shown above.....	48,837,609.39
Leaves excess of estimated cost of service over amount of revenue....	5,482,669.94

In addition to the expenditure of \$52,391,677.43 for the service of the year, the sum of \$211,881.50 was paid on account of 1886; \$26,811.99 on account of 1885; and \$375,823.47 for compensation of postmasters readjusted under the act of Congress approved March 3, 1883, making the total disbursements during the year, \$53,006,194.39. The increase in expenditures for the service of the year over those of the previous year was \$1,764,124.06, or 3.4 per cent., the principal items of increase being \$581,303.24, for compensation of postmasters; \$408,149.27, for compensation of clerks in post-offices; \$306,385.35, for compensation of letter-carriers; \$557,880.09, for transportation of the mail by railroads; and \$225,603.83, for compensation of railway postal clerks. There was a decrease of \$332,806.89 in the expenditure for star route transportation, and of \$50,077.02 in that for transportation of the mail by steamboats.

Comparing the receipts for the year with those of the previous year, it is found that there was a total increase of \$4,889,186.44, or 11.1 per cent., of which \$4,223,887.96 was from the sale of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards; \$368,783.58, in the revenue from money-order business; \$140,451.94, from box-rents; \$114,210.66, from miscellaneous; \$33,773.07, from letter postage paid in money; \$5,961.21, from fines and penalties; and \$2,118.02, from money taken from dead letters for which no owners could be found.

The gross receipts of the last fiscal year were \$4,295,644.69, or 8 per cent., less than the disbursements on account of the year and the estimated outstanding liabilities, and \$5,482,671.94, or 10 per cent., less than the estimated total cost of the postal service, inclusive of the amount certified to the Secretary of the Treasury for mail transportation on the Pacific railroads.

Several of the above items of increase, both in expenditures and receipts, require, perhaps, some comment.

The increase in the compensation of postmasters, although somewhat above the average ratio of increase of other expenditures, is not an unusual one. It was, however, being governed by law, beyond the power of the Department to control.

The increase in the compensation of clerks in post-offices, which is also above the average ratio of increase of other expenditures, is mainly due to the fact that, under the law, the compensation of clerks employed on money-order business was for the first time charged to and paid out of the regular appropriation for clerk-hire, instead of out of the gross revenue from money-order business. Nearly \$300,000, it is estimated, has thus been added to this item of expenditure. This is but a nominal increase, however, since the addition to the expenditure is exactly offset by the increase of net receipts from the money-order business.

The increase in compensation of letter-carriers is considerably above the average ratio. That for railway postal clerks is also above the average; that for mail transportation by railroads is slightly above the average, but the increase is partly offset by a decrease in the expenditure for star and steam-boat transportation.

Most of the items of increase in receipts are remarkable. In the sale of stamped paper the increase was over 10 per cent.; in money-order receipts, the increase was 105 per cent., explanation of which is above given; in receipts from miscellaneous sources, the increase was 226 per cent.; in receipts from letter postage paid in money, the increase was 56 per cent.; in receipts from fines and penalties, the increase was

44 per cent.; and in receipts from dead letters, the increase was 24 per cent.

I think it is not unreasonable to say that much in the way of reduction of expenditure and something in the way of increase of receipts is due less to chance than to efficiency of administration.

Table No. 3, accompanying this report, gives a comparative statement of receipts and expenditures for the past three years.

The total appropriations for the postal service for the year, covering 37 different objects of expenditure, were \$54,458,589.67. In two items the expenditure exceeded the appropriations in the sum of \$465,294.15—viz, \$229,481.41, for compensation to postmasters, and \$235,812.74 for compensation of clerks in post-offices, for which deficiency appropriations will be asked of Congress. The unexpended balances of appropriations amount to \$2,532,206.39.

In five other items the appropriations were insufficient, the deficiency amounting to \$119,302.98, making practically an excess of expenditures of \$584,597.13 in seven of the items of appropriation. Deducting this from the above stated amount of unexpended balances will leave a net balance of \$1,947,609.26. In other words, the Department kept within the aggregate of the appropriations and had a remainder, after the settlement of all outstanding liabilities, of nearly \$2,000,000.

The appropriations and expenditures, in detail, will be found in Table No. 2.

REVENUE FOR THE FISCAL YEARS ENDING JUNE 30, 1888 AND 1889.

As has been before stated, the increase in ordinary postal receipts for the year ending June 30, 1886, over the year preceding, was 3.3 per cent., an unusually low ratio, while the increase for the year ended June 30, 1887, over 1886 was 10.3 per cent., which is considerably above the annual average. I do not see the slightest reason to apprehend that for either the present or the next fiscal year the increase of receipts will fall as low as that indicated by the first of these ratios, nor do I believe that it would be safe to rely upon so great an increase as that represented by the other.

It, perhaps, would be fair, judging from the last year's experience and from advanced returns of business made to the Department by some of the leading post-offices for the quarter ended September 30, 1887, to assume that the increase for the present year and that for the next year will be at the rates shown in the following statements:

FISCAL YEAR ENDING JUNE 30, 1888.

Amount of ordinary postal revenue, exclusive of receipts from second-class matter, for year ending June 30, 1887.....	\$46,855,925.11	
Add increase of 9 per cent.....	4,217,033.25	\$51,072,958.36
Amount of revenue from second-class matter for year ending June 30, 1887.....	1,262,348.83	
Add increase of 14 per cent.....	176,728.83	1,439,077.66
Ordinary postal revenue (total estimated amount)	52,512,036.02	
Amount of estimated revenue from money-order business.....	730,000.00	
Total estimated gross receipts for year ending June 30, 1888...		\$53,242,036.02

The amount appropriated for the service of this year is \$55,689,650.15, or an excess over the above estimated amount of revenue of \$2,447,614.13, which will be supplied from the general Treasury, assuming that the total amount appropriated will be needed. This amount of deficiency is \$2,281,939.56 less than the amount estimated for in the last annual report, and comprehended in the current appropriation act.

FISCAL YEAR ENDING JUNE 30, 1889.

Estimated amount of ordinary postal revenue, exclusive of receipts from second-class matter, for year ending June 30, 1888	\$51,072,958.36	
Add increase of 8 per cent.....	4,085,836.66	
		\$55,158,795.02
Amount of estimated revenue from second-class matter, for year ending June 30, 1888	1,439,077.66	
Add increase of 15 per cent.....	215,861.64	
		1,654,939.30
Total estimated ordinary postal revenue.....		56,813,734.32
Amount of estimated revenue from money-order business.....		750,000.00
		<hr/>
Total estimated gross receipts for year ending June 30, 1889...		57,563,734.32

The total amount of expenditure to be required for conducting the postal service for the year ending June 30, 1889, as shown in the estimates submitted by you to the Secretary of the Treasury, is \$58,967,233.74. The amount, therefore, necessary to be supplied from the general Treasury, in addition to the revenue, is \$1,403,499.42.

If the expectations indicated in the above statements are realized, the postal service at the end of the year 1889 will be almost in a self-sustaining condition, a fact that is remarkable when we consider the tremendous inroads made upon the postal revenue several years since by the reduction in the newspaper and letter rates of postage, and by the increase in the unit of weight of first-class matter. Remarkable as such an increase of business would be, however, there is really no good reason for doubting that it will not be even greater. Indeed I sometimes permit myself to think that the ratio of increase in receipts and expenditures, as shown by the last year's business, will continue at least to the end of the current year, which would practically place the service, at that time, upon a self-supporting basis.

APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE SERVICE OF THIS OFFICE.

The expenditure for service of this office during the fiscal year just closed—including deficiencies to be provided by Congress of \$65,237.78 for stamped envelopes, letter-sheet envelopes, and newspaper wrappers; \$6,884.45 for postage-stamps; and \$17,813.49 for registered-package, tag, official, and dead-letter envelopes—was \$1,076,500.09, or \$5,719.10 less than the expenditure for the previous year.

The estimated amount required for the service of this office during the fiscal year ending June 30, 1889, is \$1,253,956, an increase of but \$177,455.91, or 16.4 per cent., over the expenditure for the past fiscal year (including the deficiency appropriation for postage-stamps, etc.), and \$11,056, or 0.8 per cent., over the amount appropriated for the current year. The estimates, together with the explanations thereof, will be found in the statement No. 1, appended hereto.

SUSPENSE ACCOUNTS, COMPROMISES, AND BAD DEBTS.

The report of the Auditor shows that the revenue for the past fiscal year gained by suspense accounts the sum of \$23,566.80, as follows:

Amount credited to suspense accounts	\$24,557.02
Amount charged to bad debts and compromise accounts.....	990.22
Net gain by suspense.....	23,566.80

The Department is charged with the total amount of revenue realized each year, whether the same is collected or not. The losses by bad debts and compromise accounts are charged to the year in which the accounts are finally closed. Pending final action balances are carried on the books, by the Auditor, to "suspense accounts." Debit suspense accounts are those showing small balances due the Government, the cost for collection of which would amount to more than the sum due. Credit suspense accounts represent those where small sums are due postmasters, and by reason of death, inability to find the claimant, or from other causes the amounts are not paid over to them. After deducting from the suspense accounts finally closed in the year the amount lost by bad debts and compromise accounts, there remains a balance in favor of the Department as shown above.

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 1882 and prior years, under act approved August 4, 1886, Stats., vol. 24, chap. 903, pages 307 and 308, (compensation of postmasters readjusted under act approved March 2, 1883)	\$380,209.46
For deficiency in the postal revenues for 1883 and prior years, under act approved August 4, 1886, Stats., vol. 24, chap. 903, pages 297, 302, and 306, (claims)	7,487.58
For relief of F. M. Bell, postmaster, Tyrone, Pa., under act approved February 23, 1887, Stats., vol. 24, chap. 241, page 917	525.41
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.	110,274.88
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.	2,191,304.67
For deficiency in the postal revenues for the year ended June 30, 1887, under act approved June 30, 1886, Stats., vol. 24, chap. 573, page 92.	4,279,336.98
Total drawn during the year	6,969,138.98

TRANSACTIONS AT TREASURY DEPOSITORIES.

The accounts during the year show the following receipts and disbursements at Treasury depositories, viz:

Balance subject to draft June 30, 1886	\$5,321,983.66
Amount of outstanding warrants June 30, 1886	108,415.99
Deposits:	
On account of postal revenues	\$19,751,258.72
On account of grants from the general Treasury ..	6,969,138.98
	26,720,397.70
Amount of warrants paid during the year ended June 30, 1887.....	32,150,797.35
	25,551,885.31
Balance at depositories June 30, 1887	6,598,912.04
Outstanding warrants June 30, 1887.....	82,237.64
Balance subject to draft June 30, 1887.....	6,516,674.40

Of the \$19,751,258.72 of postal revenue, \$74,475.27 was deposited through national-bank depositories. The balance on hand on June 30, 1887, in national-bank depositories was \$2,379.61.

DEFICIENCIES OF APPROPRIATIONS.

As will be seen by an examination of Table No. 2, hereto appended, three of the appropriations for the use of this office for the past fiscal year were insufficient to meet the requirements of the service. The amount of the deficiency in each case is as follows :

For the manufacture of adhesive postage and special delivery stamps	\$5,884.45
For the manufacture of stamped envelopes, newspaper wrappers, and letter sheets	65,237.78
For registered package, tag, official, and dead-letter envelopes	17,813.49

These deficiencies were all unavoidable. The articles covered by the several appropriations are of such a character as to be absolutely essential to the postal service, and their supply is always governed by the demand for them; so that, except to an immaterial extent, the Department can not limit or cut off their issue without creating public embarrassment. The postal revenue, moreover, is largely dependent upon the sales of stamped paper, and therefore it would be incompatible with the true interests of the service to be parsimonious in supplying it, as the wants of the public are made known through the requisitions of postmasters.

In each of the above cases the articles, over and above the amount covered by the appropriation, were willingly furnished by the contractors, with the understanding simply that they were to rely upon Congress for compensation through a deficiency appropriation.

As tending to prevent the necessity of deficiency appropriations in future for the supply of any of the several kinds of stamped paper, I respectfully recommend that Congress be requested to grant authority to the Department to make use, whenever it may become necessary, of any balance that may be left over from one item of appropriation for the purpose of supplying deficiencies that may exist in the others. In the estimates of appropriations for the service of this office for the next fiscal year, which I have had the honor to submit, and which will be found in full with explanations in paper No. 1 attached to this report, I have accordingly drafted a form of enactment intended to accomplish this end, which it would be desirable to have incorporated into the next act of Congress making appropriations for the postal service.

DIVISION OF FINANCE.

The following will show, as far as it is possible to present it by a statistical statement, the work of the finance division of this office during the year :

There were 5,366 contracts for mail service received from the Second Assistant Postmaster-General, and 19,202 orders of the Postmaster-General recognizing mail service not under contract, curtailing or extending service or modifying previous orders. These orders and contracts were entered upon the books of the division for reference when acting upon certificates of the Auditor for the payment of mail contractors and other creditors of the Department.

The number of certificates received from the Auditor and acted upon was 82,503, an increase of 9,504 over the number received for the previous fiscal year.

Accounts were kept with the Treasury, nine sub-treasuries, and thirty-ninedesignated depositories, involving the sum of \$26,720,397.70, against which 82,503 warrants were issued, aggregating \$25,525,706.96.

In addition to the above, 8,371 certificates were received from the Auditor for the Post-Office Department, upon which 8,371 transfer drafts, covering the sum of \$848,764.44, 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 route agents, railway postal clerks, mail messengers, letter-carriers, etc.

The following table shows the number of post-office warrants and transfer drafts drawn and the number of certificates of deposit received, entered, and passed to the Auditor during the year compared with the number for the previous year:

	1886.	1887.	Increase.
Number of warrants	72,999	82,503	9,504
Number of transfer drafts	5,063	8,371	3,308
Number of certificates of deposit	196,384	211,400	15,016
Total	274,446	302,274	27,828

The number of contractors' accounts on the books of the finance division on June 30 is as follows, viz:

Railroads (in service)	1,827
Mail contractors (star)	5,482
Subcontractors (star)	8,923
Mail contractors (steam-boat)	121
Subcontractors (steam-boat)	14
Mail messengers	5,518
Special mail offices	2,434

Total number of quarterly payments..... 24,319

There were also prepared and forwarded 3,094 letters relating to the business of the division, 82,503 circulars relating to the issue of warrants, 74,320 circulars instructing postmasters when, where, and how to deposit postal balances, and demanding balances due the United States on postal account, etc.

CASES INVOLVING FALSE RETURNS OF CANCELLATION, ETC.

The number of cases made up in the finance division during the year, and referred to the Chief Post-Office Inspector for investigation, involving supposed false returns of cancellation by postmasters, and consequent improper increase of compensation, as well as the withholding of moneys, and other official delinquencies, was 1,021, or 131 more than in the previous year. The number of such cases prepared, after reports of investigation had been received for the final action of the Department, was 252. The amount the Auditor was requested, through formal order of the Postmaster-General, to enter against the accounts of the offending postmasters, was \$127,057.77. These figures show an increase in the number of cases finally acted on of 157, and in the amount charged of \$48,482.17, over like cases acted on and amounts similarly charged during the preceding year.

The cases in which recoveries were thus made involved to a large extent offenses committed in prior years, so that the increase in number does not indicate any growing demoralization of the postal service.

On the contrary, I have some reason to believe, from circumstances attending the investigation of these cases, and from the analysis of reports made by inspectors under the comprehensive inspectional system inaugurated by you, and now in constant operation, that the general efficiency of postmasters is improving. Indeed, this may not unreasonably be regarded as a necessary result of such a system.

While, therefore, the Department has gained by its action in the cases above adverted to a very considerable sum in the way of revenue, amounting to many times the total cost of the investigations involved, the collateral benefits to the service have no doubt been infinitely greater. The moral influence upon weak and dishonest postmasters of the Department's vigorous course in these cases, the growing belief among postal officials that a vigilant supervision over all their acts is constantly practiced and that the detection of any official wrongdoing is almost inevitable, the experience gained by the inspectors delegated to make the necessary investigations, the vindication of innocent officials where the suspicions or charges against them were unfounded, the instruction given to postmasters by the inspectors in the course of their investigations, especially in the more complicated and important branches of postal duty, the removal of incompetent and dishonest officials whenever discovered, and the discontinuance of unnecessary post-offices—all these are of greater importance than the mere increase of the year's revenue, for their effect is to leaven and purify the whole service, not only now but for years to come.

THE SPECIAL-DELIVERY SYSTEM.

Since the 1st of October, 1886, when the special-delivery service was extended to all the post-offices in the country, this office has received reports showing the operations of the system from only the letter-carrier offices, so that a presentation of all the details of the entire special-delivery business throughout the whole country cannot be here made. Enough information, however, is obtainable from the reports of these offices, and from the Auditor's statement of the amount paid as fees for special delivery, to show that the system has been attended with a gratifying measure of success, and that it is ministering, without any exceptions worthy of mention, with very commendable fidelity, to the demands of the public.

The following is a brief statement of the results of the year's business:

For the whole country the Auditor reports that the amount of fees allowed in postmasters' accounts during the year for special delivery is \$92,726.42. Allowing for cases where no fees were paid—as, for example, in cases of delivery by letter-carriers or other paid employes of post-offices—these figures would indicate a total of about 1,219,000 special-delivery letters received during the year at all offices, the special-delivery stamps on which would amount to \$121,900. Deducting from this the amount allowed postmasters shows a total profit to the Government on the year's business of over \$29,000.

At the letter-carrier offices, from which exact returns have been received, the business of the year will appear from the following statement:

1. The total number of pieces of mail matter received for special delivery at all the letter-carrier offices was 1,024,567, of which 725,330, or nearly 71 per cent., came through the mails from other than the offices of delivery, and 299,237, or 29 per cent., were of local origin.

2. The total number of pieces delivered by the regular messengers was 985,071, or over 96 per cent. of the whole, leaving 39,496, or less than 4 per cent., as the number delivered by letter-carriers or other salaried employes, including the few where delivery was impossible.

3. The value of the special-delivery stamps on the pieces received was \$102,456.70; the amount of fees paid to the messengers—taking the figures from the accounts on file in the Auditor's office—was \$77,904.36; so that the net profit to the Government was \$24,352.34. The amount of special-delivery stamps sold at the letter-carrier offices, ascertained from the returns to this office, aggregates \$75,686.50.

4. The average number of messengers employed during each month of the year was 630, and the average monthly compensation was \$10.28.

5. The average time consumed in the delivery of matter after reaching the respective offices of destination was 21 minutes.

Statistics in detail of the business at each of the letter-carrier offices now in existence are given in Table No. 16 of this report.

Contrasting the above results with those given in the last annual report of this office, as far as a fair contrast can be made between the business of the 555 special-delivery offices with which the system began and that of the 205 letter-carrier offices whose returns alone are now being considered, it is found that the system as a whole has not only made reasonable progress, but that it has abundantly demonstrated its usefulness. Upon an examination of the business by quarters, however, these facts are still more plainly shown, in connection with the further fact that the extension of the system so as to take in all post-offices and all classes of mail matter, which went into effect October 1, 1886, just one year after the system was inaugurated, has had a decidedly beneficial effect upon its business. The following are the figures:

During the three quarters prior to the extension of the system the number of letters received for delivery at all the 555 special-delivery offices, including the letter-carrier offices, was—

For the quarter ended March 31, 1886.....	274, 857
For the quarter ended June 30, 1886.....	244, 241
For the quarter ended September 30, 1886.....	222, 486
Total.....	741, 584

During the three quarters succeeding the extension of the system the number of pieces of matter received for delivery at the 205 letter-carrier offices was—

For the quarter ended December 31, 1886.....	277, 886
For the quarter ended March 31, 1887.....	259, 215
For the quarter ended June 30, 1887.....	281, 404
Total.....	818, 505

Add to this 10 per cent., as representing the difference between the business of the letter-carrier offices alone and that of these offices combined with the remainder of the original 555 special-delivery offices.....

Makes an aggregate of..... 900, 355

This, it will be seen, is an increase in the number of pieces received of 158,771, or over 21 per cent.

Another indication of the beneficial effect of the extension is shown in the following statement:

During the three quarters prior to the extension, when special-delivery matter was deliverable at only 555 offices, and was confined to letters, the number of pieces of such matter mailed from the letter-carrier offices was—

For the quarter ended March 31, 1886.....	101, 400
For the quarter ended June 30, 1886.....	90, 661
For the quarter ended September 30, 1886.....	84, 146

Total special-delivery pieces mailed..... 276, 207

During the three quarters since the extension, when special-delivery matter is deliverable everywhere, and when it takes in everything admissible to the mails, the number of special-delivery pieces mailed from the letter-carrier offices was—

For the quarter ended December 31, 1886.....	111,958
For the quarter ended March 31, 1887.....	111,758
For the quarter ended June 30, 1887.....	118,154
Total	341,870

This increase in the number of pieces mailed, being at the rate of nearly 24 per cent., proves conclusively that the extension of the special-delivery system was a wise and provident act.

In addition, however, to the stimulus given to the system by this extension, I have no doubt that a considerable part of the increase of business as above shown in the last quarter of the year is attributable to a circular issued by the Department on the 1st of March, 1887, and which was given wide publicity by its display at post-offices and by its insertion in the Postal Guide, in which circular the general advantages of the system were pointed out, and some of the special uses to which it may be put were detailed. As part of the current history of the special-delivery system, I think it proper to reproduce this circular here :

SPECIAL-DELIVERY SYSTEM.—NOTICE TO THE PUBLIC AND TO POSTMASTERS.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., March 1, 1887.

Postmasters are hereby urged to take all available means to call public attention to the advantages of the special-delivery system. The fee for special delivery is 10 cents in addition to the regular postage. The fee must be prepaid with a special-delivery stamp, which may be purchased at any post-office.

Letters and all other articles of mailable matter (including registered matter) bearing special-delivery stamps and the necessary postage are entitled to immediate delivery, whether received from another post-office or deposited for delivery to a local address. Such special delivery is made by messenger within the carrier limits of any letter-carrier office, or within one mile of any other post-office. Though not absolutely required, postmasters are urged to make special deliveries beyond these limits, if not too inconvenient to do so.

Matter intended for special delivery may be mailed at any post-office to any other post-office in the country.

The advantages of the special-delivery system will readily be seen by the public. At letter-carrier offices matter bearing special-delivery stamps can be delivered more speedily by special messenger than by regular carrier, who has a district to serve, and whose trips are made only at stated periods; and deliveries by special messenger are made as late as 11 o'clock at night, long after the regular carriers have discontinued their trips. In this way mail matter may be delivered during the evening which otherwise would have to lie over until the next day. At post-offices where regular letter carriers are not employed, and persons are compelled to apply to the post-office for their mail matter, the matter may lie undelivered after arrival for days, or even weeks, waiting to be called for. This may be avoided, and the sender may secure prompt delivery, by affixing a special-delivery stamp. Very often a letter fails of its object, or great inconvenience and perhaps loss is suffered, unless it is promptly delivered upon its arrival at the post-office of destination.

Matter bearing special-delivery stamps is mailed and handled in transit under special regulations tending to greater dispatch and security.

A record is made at the office of destination of all articles received for special delivery, and a receipt for it is, in all cases, taken from the addressee. In addition, therefore, to the advantage of prompt delivery, is the certainty that the fact and time of delivery may, if necessary, always be established by official records. This is frequently a matter of great importance.

The following particular instances are presented in which the special-delivery system may be used to advantage, and other cases will naturally suggest themselves as occasion may be found for the use of the mails.

IN MATTERS OF BUSINESS WHERE RECEIPTS AND OFFICIAL RECORD ARE IMPORTANT AS WELL AS EXPEDITION.

1. Demands for payment of indebtedness.
2. Protests of promissory notes or drafts.

3. Letters containing valuable inclosures, such as deeds, etc.
4. Notices of trials and court notices, where personal service is not essential.
5. Notices of important bank or corporation meetings.
6. Notices to stock-brokers or merchants concerning immediate investments or purchases.
7. Letters to and from traveling agents or commercial brokers.

IN SOCIAL MATTERS WHERE RECEIPTS MAY BE IMPORTANT AS WELL AS SPEED.

1. Wedding invitations.
2. Dinner and party invitations.
3. Acceptances or declinations of invitations.

WHERE IMMEDIATE DELIVERY IS OF MOST IMPORTANCE.

1. Notices of inability to meet prior engagements.
2. Announcements of intended visits on special trains.
3. Notices of return home of travelers or absentees.
4. Letters inclosing railroad tickets, or passes, or baggage checks.
5. Calls for services of physicians.
6. Letters to transient hotel guests or boarders, where personal delivery is desirable.
7. Notices from lawyers to clients.
8. Parcels to be sent by merchants.
9. Parcels as presents during holiday seasons.

Postmasters are again enjoined to use their best efforts to promote the success of the special-delivery system by pointing out its great value, by encouraging the public to patronize it, and by carrying out the work connected with it in such a prompt and efficient manner as to avoid all just cause of complaint. In commending it to the notice of the public it is worthy of mention that, aside from the efforts of the Department to make the system, under all circumstances, worthy of public confidence, its value will grow with the growth of its business, every increase of patronage bringing with it the means of increased efficiency.

Complaints from the public touching the neglect, inefficiency, or misconduct of postal employes in connection with the special-delivery system, will be promptly investigated and the proper remedies applied. To facilitate investigations, complainants should give the name of the office at which the matter was mailed, the date and hour of mailing, the name of the addressee and the post-office of destination, the time of arrival at the post-office, if known, the time of delivery by the messenger, and all other particulars bearing on the case. The envelope or wrapper in which the matter was inclosed should, if possible, be sent with the complaint.

WILLIAM F. VILAS,
Postmaster-General.

Upon a dispassionate consideration of all that relates to the special delivery system, I see no reason for doubting that the increase of its business above adverted to will continue, and I predict for it a permanent career of usefulness among the special branches of the postal service. As an important step towards this, I urgently recommend that investigation be made at an early day as to the practicability and expediency of establishing in the great cities of the country what is known in Europe as the pneumatic-tube system, by which, through under-ground pipes, messages and parcels may be transmitted between established stations with almost marvelous rapidity.

One of the disadvantages against which the special-delivery system is now contending is its dependence, in large cities with postal stations, upon the comparatively slow and infrequent service of the mail-messenger wagons. By a system of pneumatic tubes, or, what perhaps would be quite as good, a system of small subterranean railways, messages could, of course, be sent at any hour between the main office and its stations, and without any of the delay which now attends the mail-messenger service. Nor would such a system work alone to the advantage of special delivery. It would probably bring into the post-office all the vast amount of local correspondence in large cities which is now intrusted to private

expresses and district telegraph companies, adding, no doubt, considerably to the reputation as well as to the revenues of the postal service. Besides, if such a system is practicable, which seems to be unquestionable from its existence abroad, it might be made to take in the bulk of all the mails in the cities where it is established, so that, to say nothing of speed in local transmission, the immense cost of the present mail-messenger service might be considerably curtailed.

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

During the year, through the work of this division, there were issued, of the various kinds of stamped paper, 2,503,170,139 pieces, valued at \$46,619,680.65, as against a total of 2,342,364,871 pieces, valued at \$43,289,724.02, for the preceding year—an increase of 6.87 per cent. in number and 7.69 per cent. in value.

The separate issues of stamped paper, by kinds, denominations, and values, will be found stated in tables 5, 6, and 7, attached to this report.

Adhesive stamps.—Compared with the issues of the preceding fiscal year, there was an increase of 126,201,420, or 7.79 per cent. in number, and \$2,601,792, or 8.35 per cent. in value, of ordinary adhesive postage-stamps issued to postmasters.

There was a decrease of 2,453,620, or 66.32 per cent., in number, and a corresponding decrease in value, in the issues of special-delivery stamps. This marked decrease must not be understood to mean that fewer special-delivery stamps were used by the public during the year than during the preceding year; for, as is indicated elsewhere in this report, the business of the special-delivery system, on account of its extension to all post-offices, has probably so increased as to demand the use of a very much greater number of stamps than before. The decrease simply means that the issues during the past year have been confined to the actual wants of post-offices, as shown by the requisitions of postmasters; while the issues of the preceding year—most of which were made in anticipation of the establishment of the system, when it was impossible to accurately determine the wants of post-offices—were made upon a too liberal basis. Very many post-offices, being thus fully stocked with special-delivery stamps, have not needed additional supplies, producing, of course, a decrease in the number issued.

Special effort was made during the year to instruct postmasters more fully than before as to the use of postage-due stamps, and to rigidly collect postage on second-class matter. There has consequently been an increase in the issues of postage-due and newspaper stamps. The increase of the former has been 2,776,884, or 50.77 per cent., in number, and \$75,147, or 46.97 per cent. in value; and of the latter 276,134, or 10.02 per cent., in number, and \$267,023.80, or 24.33 per cent., in value.

Stamped envelopes.—The total number of stamped envelopes and wrappers issued was 381,611,300, valued at \$7,432,845.85. The value of impressed stamps upon them was \$6,759,680, leaving \$673,165.85 to represent the cost of manufacture and other expenses of issue. The net cost of manufacture was \$638,814.47, so that the sum of \$34,351.38 may be said to comprehend, as the law requires, "all salaries, clerk hire, and other expenses" connected with the manufacture and issue of the envelopes.

There was an increase of 8,907,600, or 5.73 per cent., in number, and of \$150,150.43, or 4.93 per cent., in value, of plain stamped envelopes issued over the issues of the previous year; an increase of 18 861,750

or 12.02 per cent., in number, and of \$346,843.05, or 10.35 per cent., in value, of special-request stamped envelopes issued; and of 333,850, or .73 per cent., in number, and of \$3,797.35, or .71 per cent., in value, of the newspaper wrappers issued.

Letter-sheet envelopes.—The issue of letter-sheet envelopes was begun on the 13th day of August, 1886, under a contract made with the United States Sealed Postal Card Company, of New York, account of which was given in the last annual report of this office.

The number of letter-sheet envelopes sold during the year, as reported by postmasters to whom they have been supplied, is 3,481,866, realizing \$80,082.91. The contract cost of these envelopes is \$2.85 per 1,000; so that, outside of the amount of postage received by the Government upon them, there has been a clear gain to the postal revenue in their sale of \$522.28.

Up to nearly the close of the fiscal year the issue of letter-sheet envelopes had been limited to post-offices of the first and second classes; but as this hardly afforded a fair test of the utility of the envelopes, and practically deprived the public at many large post-offices of the opportunity of purchasing them, orders were given to extend the issue to all Presidential offices. Public notice of this extension was given in the Official Postal Guide by means of the following circular:

NOTICE TO POSTMASTERS.—LETTER-SHEET ENVELOPES.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., June 20, 1887.

To afford the public at every place of any considerable population the opportunity to readily purchase stamped letter-sheet envelopes (the supply of which has heretofore been limited to first and second class post-offices), and thus to enable the Department to make an exhaustive test of their utility and convenience, it has been decided to furnish them hereafter to all Presidential offices the postmasters at which may at any time make requisition for them.

Blanks and circulars giving a description of these letter-sheet envelopes, with full information concerning their supply, sale, and use, and the manner of accounting for them, will be furnished by the Third Assistant Postmaster-General.

WILLIAM F. VILAS,
Postmaster-General.

H. R. HARRIS,
Third Assistant Postmaster-General.

Since the publication of this circular the issues of the envelopes have somewhat increased; there is reason, therefore, for the belief that during the present year an increase in the sales will be shown. The exact status of the letter sheet envelope, however—that is to say, its value as an article of postal stationery—is yet to be ascertained by experience.

Postal cards.—The increase in the number of postal cards issued is in numbers 1,291,250, or .36 per cent., and in value \$13,035, or .37 per cent. The small increase in the issue of postal cards indicates a growing public preference for communication in the mails by sealed letters—an effect of the cheap rate of postage—and of the use of stamped envelopes for inclosing circulars in lieu of open circulars on postal cards.

It is proper to state that the number of postal cards issued, as shown in Tables Nos. 5, 6, 7, and 10, and upon which the above comparison is based, does not include 25,000,000 shipped on the 7th of June, 1887, to the postal-card subagency at Chicago, account of which is hereinafter given.

Past issues of postage-stamps, etc.—Appended to this report are three tables, Nos. 8, 9, and 10, showing the annual issues—either in values or in the number of articles—of postage-stamps, stamped envelopes,

and postal cards, from the date of their introduction into use to the close of the last fiscal year. These tables are of interest as showing, in a condensed shape, the amount of increase in these issues from year to year.

Registered package, tag, and official envelopes.—In addition to the supplies above enumerated, there were issued for the use of the postal service 11,265,450 registered-package envelopes, 1,077,500 registered-tag envelopes, 2,278,000 envelopes for returning dead letters, and 30,773,950 official envelopes, for postmasters and other postal officials, and 4,722 newspaper and periodical stub-books.

The total number of registered-package and tag envelopes was 12,342,950; of dead-letter and official envelopes, 33,051,950; and of all kinds, 45,394,900. This is an increase of 380,900, or 4 per cent., in registered-package and tag envelopes; of 2,926,350, or 10 per cent., in dead-letter and official envelopes; and of 3,316,250, or 8 per cent., of all kinds, over the issues of the preceding year.

REQUISITIONS.

The following statement shows the number of requisitions from postmasters upon which the several kinds of supplies were furnished:

For ordinary postage-stamps	157,766
For postage-due stamps	11,446
For newspaper and periodical stamps.....	10,022
For stamped envelopes, plain.....	88,332
For stamped envelopes, request.....	119,809
For postal cards	71,074
For registered package envelopes.....	63,458
For tag envelopes	6,798
For official envelopes.....	34,127
For newspaper and periodical receipt books.....	3,022
For letter-sheet envelopes	610
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Total.....	566,464

PARCELS.

The number of separate parcels in which the supplies were put up and forwarded to postmasters was as follows, viz:

Ordinary postage-stamps.....	161,773
Newspaper and periodical stamps.....	10,022
Postage-due stamps.....	11,531
Stamped envelopes, plain	130,315
Stamped envelopes, printed request.....	93,752
Postal cards	82,417
Registered-package envelopes	191,695
Tag envelopes for registered parcels	
Official and dead letter envelopes.....	
Newspaper and periodical receipt books.....	3,600
Letter sheets.....	672
<hr/>	
Total.....	685,777

The increase in the total number of parcels over those sent for like purposes during the preceding year was 76,114, or 12.25 per cent.

REDEMPTION OF 3 AND 6 CENT STAMPS AND ENVELOPES.

Upon the change in the rate of postage on first-class matter from 3 to 2 cents a half ounce on the 1st of October, 1883, large quantities of 3 and 6 cent stamps and stamped envelopes were left in the hands of

postmasters and of the public. As those in the hands of the public could not be used, except at a loss, under the new rate, it was thought to be just that the Department should redeem them by giving the 2-cent denomination of stamps and envelopes for them. Orders to this effect were accordingly given to postmasters, December 12, 1883; but at the same time, they were forbidden to send to the Department the stamps and envelopes thus redeemed. The result was a large and very general accumulation of unsalable stock in post-offices, over one-third probably of all the post-offices in the country having more or less of it. On January 1, 1886, it was determined to relieve postmasters of this accumulation of valueless material; but as the volume of it was so great that it could not be conveniently handled if called in at once, circulars were sent monthly to a limited number of postmasters, directing them to return to the Department whatever amount they might have on hand. As fast as the stock was received under these notices it was counted and destroyed, the proper credits for it being given postmasters in their accounts.

By February, 1887, this unsalable stock had become so greatly reduced that all postmasters were instructed to return at once such of it as they might still have on hand. For five months these instructions were published in the Monthly Postal Guide, so that at this time the stamps and envelopes in question are virtually all redeemed. This work was done without addition to the force of the stamp division, and without help from any other branch of the Department.

The following statement will give a fair idea of the increase of this work over what may be regarded as the ordinary business of redeeming spoiled and unsalable stamps and stamped envelopes returned by postmasters to the Department:

Number of redemption cases received in the year ended June 30, 1884...	7,038
Number in the year ended June 30, 1885	7,411
Number in the year ended June 30, 1886	13,952
Number in the year ended June 30, 1887	20,602
Increase in number of cases in 1885 over 1884	373
Increase in number of cases in 1886 over 1885	6,641
Increase in number of cases in 1887 over 1886	6,650
Number of cases received from July 1, 1884, to December 31, 1885	12,375
Number of cases received from January 1, 1886, to June 30, 1887	29,590
Increase per cent. in the number of cases for eighteen months ended June 30, 1887, over corresponding period ended December 31, 1885	139.11
Amount of credits allowed for eighteen months ended December 31, 1885.	\$295,763.60
Amount of credits allowed for eighteen months ended June 30, 1887.....	435,740.01

POSTAGE ON SECOND-CLASS MATTER.

The weight of second-class matter sent in the mails during the fiscal year ended June 30, 1887, not including matter circulated free within the county of publication, was 126,234,883 pounds, or over 63,117 tons, and the amount of postage collected was \$1,262,348.83. This is an increase of 14.79 per cent. as compared with the year of 1886.

The number of post-offices at which second-class matter is mailed was 7,000, an increase over the previous year of 450, or 6.42 per cent.

Collections amounting to \$3,122.37 were made from publishers and news-agents for matter improperly mailed at second-class rates of postage. This is an increase of \$1,036.23, or 50 per cent., over the amount realized from the same source during the preceding year.

An interesting table showing the collections during the last fiscal year of newspaper and periodical postage at first-class post-offices, in comparison with amounts collected during the preceding year, is attached to this report, marked No. 11.

USE OF STAMPED ENVELOPES.

The increase in the value of plain stamped envelopes issued, as hereinbefore shown—being not quite 5 per cent. over the issues of the preceding year—is slightly more than the annual average; but the increase in the value of the special-request envelopes issued—being over 10 per cent.—is very much above it. While it is to be regretted that the issues in the one case have not kept pace with the general increase of the postal revenue during the year, it is very gratifying to know that in the other the issues are much greater than could have been expected. There are many advantages resulting from the use of stamped envelopes, both to the consumer and to the Department, which should always give them preference, wherever they can be conveniently used, over the adhesive stamps. In the hope that it will encourage the use of stamped envelopes, particularly the special-request envelopes, I take advantage of this opportunity to present a statement of some of the advantages referred to:

1. In case of the non-delivery of letters inclosed in special-request envelopes, they are returned direct to the senders. The long delay and uncertainty incident to the return of ordinary undelivered letters—to say nothing of the necessary invasion of their privacy in the Dead-Letter Office—are thus avoided.

2. Where stamped envelopes are used to inclose letters there is never any detention of them for lack of postage, the reverse of which is the case where, when other envelopes are used, an insufficient amount of postage in adhesive stamps is applied. Detention of letters for this reason is not infrequent.

3. Stamped envelopes are very cheap. One of the kinds most commonly used—the No. 4½ first quality—is sold at the rate of only \$1.80 a thousand, in addition to the postage, while the third quality of the same size is sold at \$1 a thousand, or ten for a cent.

4. The quality of all the stamped envelopes is excellent. The first quality is of finely finished paper, the second quality is the same except that the paper is a trifle lighter, and the third quality—a manila paper, of smooth finish and good writing surface—is of great strength and durability. They may therefore be sent long distances in the mails without injury.

5. In case stamped envelopes are spoiled by their owners in printing or misdirecting them, they are redeemable at the post-office, at their postage value, in postage-stamps or other envelopes. In similar cases where adhesive stamps are used, the stamps, to be of value, must be detached from the envelopes and regummed.

The advantages to the Government from the use of stamped envelopes are quite as important, comprehending the facility of handling and distributing in the mails the letters inclosed in them, owing to their similarity in size and shape, the fixation of the stamp in the most convenient place for canceling, the impossibility of their being cleansed of the canceling marks and used a second time, and, where special-request envelopes are used to inclose letters, the saving of labor in post-offices and the Dead-Letter Office in cases where the letters are found to be undeliverable.

For the last-named reason the Department has for years past endeavored to give as much prominence as possible to special-request envelopes—an effort that has been rewarded to some extent by a greater ratio of increase in the number annually used than in that of ordinary

stamped envelopes. The following table is of interest in connection with this subject:

Year ended June 30—	Plain envelopes and wrappers issued.	Special-request envelopes issued.	Total.	Per cent. of request-envelopes.
1877.....	106,276,850	64,374,500	170,651,450	37.72
1878.....	115,715,100	67,845,250	183,560,350	36.96
1879.....	110,503,700	67,058,250	177,561,950	37.77
1880.....	130,901,500	76,855,500	207,757,000	37.09
1881.....	142,043,050	85,024,000	227,067,050	37.44
1882.....	155,861,200	100,704,250	256,565,450	39.25
1883.....	158,688,200	100,578,250	259,266,450	38.79
1884.....	192,716,550	120,515,500	322,232,050	40.19
1885.....	189,954,850	130,706,750	322,751,400	42.38
1886.....	201,265,850	152,742,250	354,008,100	43.14
1887.....	210,507,300	171,104,000	381,611,300	44.84

REDUCTION IN COST OF STAMPED ENVELOPES.

The present contract with the Morgan Envelope Company and Plimp-ton Manufacturing Company for stamped envelopes and newspaper wrappers, for the four years commencing October 1, 1885, has resulted in a large saving in their cost.

The amount saved during the nine months ended June 30, 1887, on the styles and qualities of envelopes corresponding with those issued under the previous contract, has been as follows:

Quality.	Number of envelopes.	Cost under contract of—		Saving.	
		1882.	1886.	Amount.	Per cent.
First.....	241,572,800	\$584,411.92	\$434,114.97	\$150,296.95	25.8
Second.....	9,930,100	20,242.51	14,653.60	5,588.91	27.6
Third.....	3,418,250	5,884.81	3,526.44	2,358.37	39.9
Circulars.....	25,883,750	35,368.04	28,487.50	6,880.54	19.4
Newspaper wrappers.....	39,671,850	39,275.23	34,911.23	4,364.00	11.1
Total.....	320,476,750	635,182.51	515,693.74	119,488.77	18.8

The per cent. of saving on the aggregate number of envelopes is identical with that on the first quality, while the average reduction in cost is 37.25 cents per thousand. At the same ratio the saving on the issues of the entire fiscal year would be \$142,150 22.

The estimated issues during the first contract year will be 418,913,900, and allowing an annual increase in issues of 15 per cent., as estimated by my predecessor in his last annual report, the estimated issues and savings in cost during the entire term of the present contract will be as follows:

Year ending September 30—	Estimated amount of envelopes issued.	Estimated cost under contract of—		Estimated saving.
		1882.	1886.	
1887.....	418,913,900	\$829,449.52	\$673,513.01	\$155,936.51
1888.....	481,750,950	953,868.95	774,539.06	179,329.89
1889.....	554,013,650	1,098,048.09	890,720.85	207,327.24
1890.....	637,115,650	1,261,489.04	1,024,329.09	237,159.95
Total.....	2,091,794,150	4,141,752.50	3,363,103.01	778,649.49

CHANGES IN STAMPS AND STAMPED ENVELOPES.

Prior to my taking charge of this office preparations had been begun for making new dies for the one-cent denomination of adhesive postage-stamps, and the one, two, and four cent denominations of embossed stamps on stamped envelopes, the old dies having become too much worn for further service. It had also been decided to substitute the bust of President Grant for that of President Garfield upon the five-cent denomination of embossed stamps, leaving unchanged, however, the portrait of Garfield upon the same denomination of adhesive stamps. After the new dies were completed, it was thought that some changes in the colors of the stamps would be desirable, which upon the 12th of August were finally decided upon. The following is a statement of all the changes made:

The one-cent adhesive stamp bears in its center a profile bust of Benjamin Franklin, after the original bust by Caracci, the face looking to the left, in an oval disk with shaded background, the lower portion of the oval being bordered with pearls and the upper portion with a curved panel containing in small white letters the words "United States Postage." The whole is engraved in line upon a shield-shaped tablet with a truncated pyramidal base, bearing on it the words "one" and "cent" on either side of the figure "1". The color of the stamp is unchanged, its general appearance being somewhat similar to the stamp which it replaced.

The two-cent adhesive stamp is unchanged except in color, green being substituted for the former color, metallic red.

The three-cent adhesive stamp (of which supplies are still made to some of the larger post offices), is also unchanged except in color, vermilion being substituted for green, the old color.

The one-cent embossed stamp on stamped envelopes is unchanged in color, but is from a new die of the head of Franklin after the bust by Caracci.

The two-cent embossed stamp is changed in color—green being substituted for metallic red—and is from a new die of the head of Washington after the statue by Houdon.

The four-cent embossed stamp is changed in color—carmine being substituted for green, the former color.

The five-cent embossed stamp bears upon it the bust of Grant instead of that of Garfield, and is changed in color—dark blue being substituted for the former color, chocolate brown.

The thirty-cent embossed stamp is changed in color—the old color, black, being replaced by brown.

The ninety-cent embossed stamp is changed in color, purple being substituted for carmine.

In addition to these changes, the border around the one, two, four and five cent embossed stamps is somewhat different from the old ones, the following being a description of the new design: "On the upper portion of an elliptical band, between two serrated lines, are the words 'United States Postage,' in white letters; on the lower portion of the band are words, in the same style of lettering, indicating the denomination, which is also shown by an Arabic numeral in a shield at the bottom. The upper and lower portions of the band are separated by an eight-pointed rosette on each side of the stamp."

Issues of the one-cent adhesive stamp of the new design were begun about the 15th of June, 1887; issues of the other stamps and stamped envelopes were begun on the 12th of September, 1887.

CHANGE IN THE DESIGN OF POSTAL CARD.

On the 1st of December, 1886, the issue of postal cards of a new design was begun, of the following description: Near the top of the card, and equidistant from its two edges, is a profile portrait of Thomas Jefferson, looking to the right, on a shaded background, inclosed within several concentric circles, and resting upon an ornate pedestal engraved in outline. Below this pedestal, in small letters, is the legend, "Nothing but the address to be on this side." Immediately beneath the portrait and within two of the circles appears the denomination, "one cent," and on the other side, in unshaded panels with arabesque terminations, is the title, "postal card," in plain Roman letters. Above the whole, inscribed upon a curved ribbon, are the words "United States." The design is printed in black.

STAMP, ENVELOPE, AND POSTAL-CARD AGENCIES.

The several agencies for the distribution of stamps, stamped envelopes, and postal cards, situated, respectively, at New York, N. Y., Hartford, Conn., and Castleton, N. Y., where the stamps, envelopes, and cards are manufactured under contract, have been carried on during the year with the fidelity and correctness that have always characterized them. Out of a vast number of separate shipments of the several articles named, covering very many denominations, kinds, qualities, sizes, and special forms of printing, and aggregating in value the enormous sum of over \$46,000,000, the number of errors made and the losses in transmission have been quite immaterial.

The force employed at the several agencies during the year was as follows:

Postage-stamp agency:

One agent at a salary of	\$2,500
One clerk at a salary of	1,500
Four clerks, each at a salary of \$720	2,880
One laborer at a salary of	680

Making a total for salaries of

7,560

Stamped-envelope agency:*

One agent at a salary of	2,500
One clerk at a salary of	1,800
Seven clerks, each at a salary of \$1,200	8,400
One clerk at a salary of	1,000
Two laborers, at salaries amounting to	1,500

Making a total for salaries of

15,200

Postal-card agency:

One agent at a salary of	2,500
One clerk at a salary of	1,600
One clerk at a salary of	1,400
Two clerks, each at a salary of \$1,200	2,400
One clerk at a salary of	1,000
One clerk at a salary of	900

Making a total for salaries of

9,800

Since the establishment of a subagency at Chicago, Ill., as herein-after mentioned, the force of the postal-card agency has been reduced to six men, and the salaries to \$8,600. As will be seen in the table of

*The statement here given covers the present standing force of the agency, but it is not quite exact as to the entire force employed during the year. The total expenditure for employes, including the agent, and temporary clerks whose occasional employment is absolutely necessary, was \$15,937.97.

estimates appended to this report, a still further reduction is contemplated, which will bring the total expenses of the agency down to \$7,800.

In connection with the duties of the several agents in charge of the distribution of stamped paper, I have been somewhat surprised to find that never since the first appointment of an agent for this purpose has any official bond been required of them. The reason of this doubtless lies in the fact that these offices were never specifically created by act of Congress, their existence and support being due to annual appropriations made in bulk to pay the expenses of the agencies. As, however, public securities of a vast amount are in the practical control of these officers every year, it seems to me that in case of any default by them the Government should be protected by an adequate bond.

I do not wish it to be understood that this suggestion grows out of anything that has transpired since my appointment to this office, or that it originates in any distrust of the present agents. They are all, I learn, gentlemen of unexceptionable character, in whose direct personal custody I have no doubt any amount of public property might be at all times safely intrusted. I call attention to the matter because it seems to be consistent with the general policy of the Government in similar cases to require bonds, and because at some time in the future the Department may have the misfortune to have in these offices persons of not the same high character as those who now fill them.

SUBAGENCY FOR DISTRIBUTING POSTAL CARDS AND STAMPED ENVELOPES.

Just before the close of the fiscal year 1887, in compliance with your orders given under authority of the act of Congress making appropriations for the service of this Department for the fiscal year ending June 30, 1888, an agency for the distribution of postal cards and stamped envelopes was established at the post-office at Chicago, Ill., under the superintendence of the postmaster, and this agency, which is additional to the agencies already established at Castleton, N. Y., and Hartford, Conn., where the cards and envelopes are manufactured, has been since carried on in a very satisfactory manner. Up to the present time only postal-cards have been distributed from this agency; but as soon as the necessary arrangements can be made—principally by an accumulation of sufficient stock with which to properly begin—stamped envelopes will be distributed also.

The storage room of the agency is in the Government building at Chicago, having been fitted up for the purpose, at an immaterial expense, by the Treasury Department, and is in convenient contiguity to the registration division of the post-office, through which the goods are mailed, after being registered, to the post-offices daily designated by the Department. The work of distribution can thus be carried on without inconvenience, in the same manner precisely as private mails are distributed, and without any change of postal machinery. So far, the operations of the agency have been carried on with an increase of the force of the post-office of only one clerk, at a salary of \$1,200 a year, which amount has been offset by a reduction in the force of the agency at Castleton, where the work has been correspondingly reduced.

The method of operating this agency is as follows: From time to time the goods which it is to distribute are shipped to it as freight, under special arrangements with the New York and Hudson River Railroad Company, from the place of manufacture, care being taken to keep the agency always sufficiently supplied, to send the goods as nearly as practicable by car-loads, so as to secure the lowest rates for trans-

mission, and in packages and cases of fixed proportions and quantities, so as to avoid the necessity of recount and repacking when dispatched from the agency to postmasters. From the stock so received, which is charged against the postmaster at Chicago as agent, the daily orders of the Department, comprehending suitable supplies to postmasters within a scope of territory that can be most expeditiously reached from Chicago, are filled. This territory takes in Alaska, California, Dakota, Idaho, Illinois, Indiana, Iowa, Michigan, Minnesota, Montana, Nebraska, Nevada, Ohio, Oregon, Utah, Washington, Wisconsin, and Wyoming. Weekly reports of the distribution are made to the Department, to which also receipts for the goods, as fast as they are received by the postmasters for whose use they are ordered, are sent. Inventories are made from time to time at the agency, and full accounts kept both there and at the Department, so that mistakes in issues, if made, can be quickly corrected, and any misappropriation of the goods rendered impossible without detection. Up to the date of this report 50,000,000 cards have been sent to the agency, but it is estimated that over 100,000,000 more will be needed during the present year, the area of distribution for the agency probably taking in about 29 per cent. of all the cards issued throughout the country.

From the experience already had in the case of this agency—no mistakes, no unnecessary friction, no increased expense having been occasioned—there can be little doubt that an extension of the system, by the establishment of additional agencies at Saint Louis, Mo., and at Atlanta, Ga., which would conveniently supply all post-offices in the South and Southwest, would work to the advantage of the Department. At each of these cities the Government is the owner of the post-office building, in which sufficient room is available for the purposes of an agency, so that no expense for rent or supervision would be incurred, and but little expense for alterations; and no derangement would be brought about in the present methods of business in the post-office. It is not unlikely that the establishing of these additional agencies, which I understand to be your intention, and which is delayed only because of certain changes in the buildings to be made through the Treasury Department, will bring about some increase of work in this office.

The following statement of some of the advantages likely to result from these subagencies will sufficiently demonstrate the expediency of their establishment:

1. The agencies being situated somewhat centrally within their several areas of distribution, the Department through them can supply the wants of postmasters much more promptly than is possible under present arrangements. The time which is now consumed in the transmission of orders from the Department to Castleton and Hartford, and in the transmission of supplies under such orders as far at least on their journey as the several cities at which agencies are suggested, would manifestly be saved under the proposed arrangement; besides which, the goods sent to the several agencies being all put up in packages and cases conforming to a prearranged plan of distribution, can be easily segregated from the stock of the agency and sent in unbroken quantities to designated points without any delay whatever after the receipt of the Department's orders.

2. The issues of postal cards and stamped envelopes have grown to be so enormous that for the past two or three years the postal cars from Hartford, Conn., and Albany, N. Y., the main points of present distribution, have been frequently almost filled with the heavy boxes and cases in which the goods are packed, imposing not only an almost intolerable burden upon the postal clerks in handling them, but greatly interfer-

ing with and delaying the other and legitimate work of the mails. Not only this, but the safety of the mails and the lives of the postal employes have been often imperiled by the tremendous weights with which the postal cars, not constructed for the carrying of heavy freights, have been thus loaded. To some extent relief has been given by the establishment of the agency at Chicago; but a complete remedy will be afforded by the proposed agencies at Saint Louis and Atlanta.

3. The establishment of the agency at Chicago has, by diverting a portion of these heavy loads from the mails and sending them to that city as freight, probably saved the Department the expense of an additional 60-foot postal car, which, in the opinion of the late General Superintendent of the Railway Mail Service, would by this time, perhaps, have been a necessity. The cost of such a car would, as I am informed, be over \$40,000 a year; the cost of freighting the cars for the present year will probably be about \$6,000. So that the Department will save in this item alone, for the period of one year, say \$34,000.

4. All the envelopes and cards that are sent to the several agencies will, of course, reduce the weight of the mails as now carried. It has been roughly estimated that about 1,000 tons of matter per annum will thus be diverted from the mails.

The cost of this if sent by mail would probably amount to	\$70,000
The cost as freight will probably not exceed	12,000
	58,000
Showing an annual saving of	58,000

5. When the next contracts for postal cards and stamped envelopes are entered into, provision can, and in my opinion should, be made with the contractors for having a certain proportion of the goods delivered at the several agencies instead of having them all delivered at the places of manufacture, as is now the case. This would relieve the Department of the trouble and responsibility of arranging for the shipment of the goods as freight, and would probably save it some expense; for although the card and envelope contractors, in making up their bids, would have to add to the expense of manufacture the cost of shipment to the several agencies, the Department would have the advantage of competition, which would undoubtedly bring the expense down to less than it would have to pay if separate arrangements for freighting were made with the railroad companies.

NEW CONTRACT FOR REGISTERED PACKAGE AND OTHER OFFICIAL ENVELOPES.

During the year a new contract was made for registered-package, tag, dead-letter, and official envelopes, going into effect July 1, 1887. Copy of this contract is hereto appended, marked No. 17. Its specifications and conditions are the same in all respects as the contract for the preceding year, but the prices under it are somewhat lower. They are as follows:

	Per thousand.		Per thousand.
No. 1	\$0.78	No. 8	\$2.12
No. 2 .....	.90	No. 9	3.25
No. 3	1.23	No. 10	3.72
No. 4	1.70	No. 11	4.43
No. 5	1.94	No. 12	4.75
No. 6	2.28	No. 13	7.70
No. 7	4.13		

The contractor is the Holyoke Envelope Company, of Holyoke, Mass.

DIVISION OF REGISTRATION.

The registry fees collected during the fiscal year ended June 30, 1887, amounted to \$1,034,676.80, which is \$64,724.10, or over 6½ per cent. more than the amount collected during the preceding fiscal year. This is a very gratifying increase; but when it is considered that a great reduction in the fee for small money-orders was in force during nearly the whole year, which naturally had the effect, at all money-order offices, of reducing the amount of registration business, the increase is quite remarkable.

The classification and number of pieces of matter registered during the year are as follows: Domestic letters, 8,691,663; domestic parcels, 1,045,476; letters to foreign addresses, 571,483; parcels to foreign addresses, 38,146; letters and parcels transmitted for the Government and by law exempt from the payment of the registry fee, 2,177,653; making a total of all kinds of 12,524,421.

As compared with the work of the previous year, there was an increase of 557,129, or 6.84 per cent., in the number of domestic letters; of 26,103, or 2.56 per cent., in domestic parcels; of 68,760, or 13.67 per cent., in letters to foreign addresses; a decrease of 4,751, or 11.07 per cent., in parcels to foreign addresses; and an increase of 228,953, or 11.74 per cent., in letters and parcels registered free.

Statistics of the registry business will be found in greater detail in Tables Nos. 12 to 15, hereto appended.

LOSSES.

The total number of reported losses of registered letters and parcels during the year was 5,286, of which investigations were completed in 4,604 cases. Of this number 2,686 cases were found to be groundless, and 579 cases resulted in recovery of the articles or values lost, and a restoration of them to the owners; leaving the total number of pieces lost 1,339, or 1 in every 9,354 pieces registered.

This rather high ratio is owing to the fact that an unusually large number of accidents occurred during the year, more than half the number of losses being attributable to this cause, as will be seen from the following statement:

Losses by the accidental burning of post-offices and postal cars, wreck of cars and steam-boats, and other unavoidable accidents	681
Losses for which the responsibility could not be fixed	121
Losses chargeable to depredation or theft	537
Total actual losses	1,339

Full detail of these losses will be found in the report of the Chief Post-Office Inspector.

IMPROVED SYSTEM IN REGISTRY DIVISIONS OF LARGE POST-OFFICES.

The work of unifying and improving the methods of transacting business in the registry divisions of large post-offices has been continued during the year.

Where several registry clerks have equal access to the great values massed at an important registration center, the principle of individual responsibility, the aim of the registry system, can not prevail except by a system of checks and balances, the use of special records and forms, and the adoption of rules supplementary to the general code

governing the registry system. As admirably embodying these several requirements, the methods that are followed in the New York and Chicago post offices, and that have stood the test of experience of more than ten years past, have been made the basis of new rules, so formulated as to make them applicable to the registry division of any large post-office. The improved system thus devised has been introduced into about half of the twenty-five large offices, where it will probably be economical and proper to introduce it, and has already shown good results in the greater facility given to inspectors in the investigation of losses, in narrowing the field of investigation, in protecting the innocent from unjust suspicion in cases of loss by either carelessness or dishonesty, and in a general improvement in precision and discipline among registry employés.

When the blanks, records, and system of the registry divisions of these twenty-five large post-offices are reduced to a practical uniformity, a great saving of labor and expense will have been effected, and through a better understanding of the details of registration work at each office a more direct control over such work can be assumed by the Department.

Progress in the work undertaken is necessarily slow, as mechanical and architectural changes at registry divisions have frequently to be made, numbering stamps, records, and forms ordered, and practical instruction given in placing the improved system in operation.

EXCHANGES OF THROUGH REGISTERED MATTER.

The number of exchanges for domestic registered matter in through pouches, under what is known as the through registered-pouch, the inner-sack, and the brass-lock systems—the value of which has been explained in former reports of this office—has somewhat increased. The following shows the number of these exchanges in operation at the close of the fiscal year :

Through registered-pouch exchanges	405
Inner-sack exchanges	305
Brass-lock exchanges.....	204
<hr/>	<hr/>
Total	914

INTERNATIONAL REGISTERED-POUCH EXCHANGES.

Through conference and correspondence with Canadian postal officers during the year, the following named exchanges for registered matter in through pouches under the international rotary lock have been established, namely: Saint Paul, Minn., and Winnipeg, Manitoba; Saint Vincent, Minn., and Winnipeg, Manitoba; San Francisco, Cal., and Victoria, British Columbia; Port Townsend, Wash., and Victoria, British Columbia; New York, N. Y., and St. John, New Brunswick; Boston, Mass., and St. John, New Brunswick; Bangor, Me., and St. John, New Brunswick. It is believed that the additional security afforded by these exchanges, in connection with others heretofore established, will to a great extent prevent registration losses on the border, which at times have been of not infrequent occurrence.

The international registered-pouch system permits of the passage across the border of registered pouches by hand to hand delivery and receipts between connecting postal clerks, and as a result of this the exchanges established during the year have effected a saving of twenty-four hours in time for registered correspondence between nearly all sec-

tions of the United States, and the northeastern and northwestern provinces of Canada.

During the year the same system of exchanges has been established between New York, N. Y., and Havana, Cuba; Jacksonville, Fla., and Havana; Tampa, Fla., and Havana. Greater security has thus been afforded to registered correspondence between Cuba and the United States, and more frequent and more expeditious dispatches have been effected, to the advantage of correspondents in both countries.

EXCHANGE OF REGISTERED MAILS WITH MEXICO.

During the year the assent of the Mexican Government has been given to the establishment of an exchange of registered mails between New York and the City of Mexico, in closed pouches, under the international rotary locks. The exchange has not yet gone into effect because the Mexican Government has not provided itself with the necessary facilities in the way of special pouches and locks for carrying on the exchange. When these facilities are procured, the exchange will be put into operation without delay. The exchange at first will be confined to mails between the two cities named; but eventually there is reason to believe other cities will be taken in, so that the entire registered mails of both countries—concentrated at convenient points of distribution and dispatch—may be given the benefits of the closed-pouch exchange. The result of such an arrangement will undoubtedly be mutually advantageous.

RETURN OF UNDELIVERED CORRESPONDENCE BETWEEN THE UNITED STATES AND CANADA.

After the close of the fiscal year—namely, on July 25, 1887—an important change was made in the method of returning undelivered correspondence between this country and Canada. As this change largely affects registered matter—which comes under the jurisdiction of this office—it may as well be described here.

Prior to the date named all ordinary correspondence between the two countries, if undelivered, was returned through the Dead-Letter Office, except such as bore printed requests to return to the senders; all registered letters were returnable through the Dead-Letter Office whether they bore printed requests or not. In future every letter received in the mails by either of the two countries from the other—provided it has written or printed upon it the name and address of the sender—is to be returned, in case of its non-delivery, direct to the post-office of origin. If the letter bears a return request, it must be returned at the time fixed by the request; if it be without such request, it is to be returned at the end of thirty days. Registered letters are to be returned registered; ordinary letters are to be returned in the ordinary mails.

All undelivered letters which do not bear the names and addresses of the senders are to be returned at the end of thirty days from the date of receipt, through the Dead-Letter Offices of the two countries, as before.

As under the postal regulations of the United States, every letter that is registered *must* bear the name and address of the sender, it will be seen that none of this class of mail matter will undergo the delay of return through the Dead-Letter Office, but will be sent back, in case of non-delivery, direct to the sender.

IMPORTANCE OF THE REGISTRY SYSTEM.

The registry system, now in the thirty-third year of its existence—having been established on the 3d of March, 1855—has become, after many fluctuations in its prosperity, of inestimable value both to the Government and to the public, and it is therefore worthy of all the effort that the Department can exert to sustain and foster it. Feeling thus concerning it, I do not believe that within the scope of my official duties I can render any higher service to the Government than in commending this great branch of the postal system to your own kind consideration, and in bespeaking for it from the country a greater patronage than it has ever received, though, as may be seen, this has been most generous.

During the first five years of the existence of the system it had intrusted to it about half a million letters a year; during the year just closed, the number of pieces carried by it was between 12,000,000 and 13,000,000. When it was begun the system was limited to the registration of letters; now, anything that is carried in the mails at all—the letter, the newspaper, the book, and the article of merchandise—may receive the benefit of its ministrations. At first, every letter placed in its care was carried openly throughout its journey in the mails, and was separately handled; now, every such letter is not only placed in a strong envelope provided by the Department, which must be receipted for whenever separately handled, but probably 90 per cent. of all of them are placed in secure through pouches, which pass unopened from point to point in their travels, which are receipted for by every official who has them at any time in his custody, and which, through the use of tell-tale locks, rarely admit of any depredation without exposing the person committing it. For many years after the establishment of the system, it took in only the domestic mails; its operations now extend to every quarter of the globe, while with some countries—with Canada and Cuba and probably soon with Mexico—its connections are as close and almost as frequent as between the several States of our own country.

During the greater part of the entire period of the history of the system, it has no doubt been operated at a loss to the Government; it probably is now not only self-supporting, but a source of revenue to the Department—not enough to justify any reduction of the fee from which it derives its support, but sufficient to give it dignity as one of the financial pillars of the postal service.

The system is now conducted under rigid rules tending to fix responsibility in cases of neglect or misconduct; it carries matter intrusted to it with as much expedition as is compatible with safety; its losses are but small in comparison with the extent of its business, and every year that is added to its career, I firmly believe, brings with it some increase in its efficiency and security.

To the public, comprehended within the great cities of the country, the registry system is of immense importance, carrying as it does to and fro between them annually values of almost fabulous amount; to the inhabitants of smaller places, however—where railroads do not reach, where banks do not exist, where the money-order system has not been extended—it is one of the necessities of society, being the only means of transmitting money that is at once safe, inexpensive, and accessible to everybody, or of sending and receiving the thousand and one varieties of articles in commercial exchange that are of prime importance in every walk of life. To the Government its value can hardly be calculated, all the Departments being more or less dependent upon

its services. If for no other reason than its importance to the operations of the Government, the registry system, in my opinion, would be worth nearly all the money that it now costs. In connection with this view of the subject, I call special attention to Table No. 15, attached to this report, showing that during the past fiscal year the registry system safely carried for the several branches of the Government, money, bonds, and other securities amounting to the enormous value of over \$800,000,000, and this amount is exclusive of millions that I have not been able to obtain any accurate account of.

DIVISION OF FILES, RECORDS, AND MAILS.

The total number of letters and parcels received, opened, and examined during the year was 1,185,260, an increase of 4,860 over the number of the previous year, which, considering the detachment of the dead-letter division from the office, is a very considerable increase.

Among these letters and parcels 462 contained money, and 20,602 contained stamps, stamped envelopes, and postal cards returned to the Department by postmasters for redemption. The number of registered letters received was 26,601.

Of the letters received 30,085 were briefed and recorded and filed after final action was taken upon them. The number of letters written and copied in the office and mailed was 16,080. This does not include circular letters and short communications upon routine matters not necessary to copy.

BUSINESS OF DEAD-LETTER OFFICE.

As what was formerly known as the dead-letter division of this office is no longer connected with it, having been made, by your order, an independent bureau from the beginning of the fiscal year, no account of its business is given in this report.

I cannot refrain from saying, in connection with this separation, that my official experience since the date of my appointment satisfies me that the act was an eminently proper one. The business of the Third Assistant Postmaster-General's office is now of sufficient magnitude to require the intelligent and undivided attention of the officer in charge of it; its organization is simpler and more systematic; and its jurisdiction—especially since the transfer to it of certain additional business by the new postal regulations, elsewhere adverted to—takes in only matters that seem to be in harmonious relation one with another, and that are in strict keeping with the character of the office as the financial branch of the Department.

I think it likely that the change has brought about good results, also, in the Dead-Letter Office.

ADMINISTRATION OF OATHS BY POSTMASTERS.

In two general branches of postal business affecting the operations of this office, cases not infrequently arise occasioning a slight tax upon the public, which, in my opinion, ought to be prevented, and which can be by an amendment of the present law.

Under the postal regulations every publisher of a newspaper or periodical desiring to enter his publication at the post-office as second-class matter, is required to answer under oath certain interrogatories

intended to give the Department full, explicit, and reliable information in the case. This, of course, necessitates a formal affidavit, acknowledged before some officer authorized to administer oaths, for which a fee has to be paid; and it not unnaturally creates some dissatisfaction, both on account of the expense and the inconvenience involved.

Again, when any loss or supposed loss of registered matter sent in the mails is reported by the person suffering the loss, a list of questions affecting the matter is usually sent to him, which he is expected to answer under oath, causing, as in the other class of cases, discontent, and occasionally, through the refusal of the party called on to make the necessary oath, interfering to some extent with the prompt and satisfactory commencement of an investigation.

In every case of both these kinds, all dissatisfaction and delay could be avoided by vesting postmasters with authority to administer the necessary oaths, and by requiring that it shall be done without charge. I think it not unlikely, too, that other cases might arise, also, where it would be convenient to have postmasters given such authority; to be confined, of course, to matters relating to postal business.

I accordingly suggest that Congress be requested to grant to postmasters authority to administer oaths, in every case where it may be required by law or regulation to be taken, in matters relating to postal business.

SECOND-CLASS MATTER UNDER NEW POSTAL REGULATIONS.

Since the promulgation of the new postal regulations on the 15th September, 1887, this office, under authority thereof, has been attending to business connected with the entry to the mails of newspaper and periodical matter, and of conducting all correspondence relating thereto. Under this new arrangement a complete record of publications, admitted to the mails throughout the country as second-class matter, has been commenced and will hereafter be kept in this office, together with copies of the publications themselves; new blanks have been prepared and furnished to postmasters, which simplify to some extent the former manner of transacting business relating to second-class matter; and instructions have been given by which the new regulations as to these subjects have been brought to the special attention of all postal officers.

Although a considerable amount of additional work has thus been thrown upon this office, I do not apprehend that any increase of the clerical force, beyond, perhaps, the addition of two clerks, will be necessary to attend to it.

I am sure that the new regulations as to second-class matter, requiring as they do a rigid scrutiny of all publications before they are entered at the post-office, and transferring from postmasters to the Department the entire responsibility of finally admitting such matter to the mails, will be advantageous in many respects to the postal service.

I feel it to be my duty, however, notwithstanding the limited experience I have had with relation to the entry, mailing, and transmission of second-class matter, to call attention to several defects in the present system which, in my opinion, partake strongly of the nature of abuses.

DEFECTIVE METHOD OF PAYING POSTAGE.

One of the defects referred to lies in the peculiar method of paying and receiving postage on this class of matter. Instead of being required to place upon the matter mailed postage-stamps in appropriate

amounts to pay the postage, as is the rule with all other classes of mail matter, publishers are permitted to bring their publications in bulk to the post-office, and there pay the necessary amount of postage in money, the postmaster giving a receipt therefor, made out on a blank taken from a book of forms kept for the purpose, and attaching to the retained stub of the receipt a corresponding amount of postage-stamps from the stock in his hands, which stamps he is expected to cancel. Quarterly reports of the amounts thus collected are required to be made to the Department, accompanied with the stubs containing the canceled stamps.

Under such a system it seems to me that fraud against the Government is comparatively easy. If, for example, the postmaster should fail to receipt to the publisher when matter is mailed (and this has frequently occurred, whether by design or not is immaterial), it is next to impossible to ascertain whether the necessary stamps have been attached to the stub of the receipt book or not; and so long as the postmaster may attach in any such case whatever amount of stamps as may suit his purposes, he may, of course, retain the surplus in money without fear of detection. The chance of discovering such a fraud, if the publisher should lose his receipt when one is given—another thing of common occurrence—is equally remote. In passing, it may be remarked that the failure of the publisher to take a receipt, or his loss of it after he gets it, should not excite surprise; for, as the law requires postage to be paid at the time of mailing—or, in other words, as the postmaster is forbidden to give credit for postage—the actual mailing of the matter is *prima facie* evidence of the payment of the postage. So that receipts, except as mere memorandums of mailing, are valueless, and publishers, as a rule, are probably careless about demanding or retaining them. But even if the postmaster should give the receipt in every case, and the publisher should safely keep it, the Department still may be easily defrauded; for, except in cases where postmasters are suspected of fraud and special investigations are thereupon made, the receipts are never called in and examined; indeed, the verification of postmasters' returns by a comparison with these receipts would, owing to the immense number of them, be impracticable without a large increase of the force of the Department; so that, in actual practice, the postmaster's return, if it agrees with the amount of stamps found attached to the accompanying stubs, is accepted unquestioningly, without knowing whether it is fraudulent or not.

A case of fraud of this character which occurred about a year ago in the Chicago post-office, where a subordinate of the postmaster was by chance found to have been for years in the habit of retaining large sums of money derived from second-class postage—the returns made to the Department not giving the slightest indication of the fraud—is an illustration of how easily the thing may be done. Besides these opportunities for fraud, there is the further one of collusion with the publisher, in which event nothing can be done to prevent or detect the cheat, unless either the publisher or the postmaster should voluntarily confess it. The opportunity is still better where the postmaster, as is sometimes the case, is also the publisher. I do not mean to be understood as intimating that frauds of this character exist; my purpose is simply to show that the system admits of their ready perpetration.

Besides the above objections to the system, there is the additional one that, from the absence of stamps on matter mailed as second-class, the fact of prepayment of the postage is in very many cases of necessity a matter of doubt to the delivering postmaster. There being on the mat-

ter no evidence whatever of prepayment, not even at times a printed statement that the publication has been regularly entered as second-class matter, the delivering postmaster can not, in any case where his doubts may be excited, protect the Government against wrong without delaying the matter and making special inquiry of the Department or the sending postmaster. In the great majority of cases he must simply take it for granted that everything is right and deliver the matter without inquiry. I have reason to believe that a great deal of this matter goes through the mails either without prepayment at all or paid at a lower rate of postage than is required by the law and the regulations. In fact, the quantity of second-class matter that, by reason of the low rate of postage, is now going through the mails is so great that proper examination, even at the mailing offices, is often impossible.

Again, this peculiar system of paying postage necessitates the examination of postmasters' books and returns at the Department, a corps of clerks being usually kept busy on this work. Every quarter tons of the stubs, containing the canceled newspaper stamps, are sent to the Department for comparison with postmasters' reports, and although this work is but of small importance as a means of detecting fraud, it is of value in correcting mistakes that now very frequently occur, but which would not occur under a different system.

It is hardly necessary to state, that if publishers were required to purchase stamps of suitable denominations, running, say, from a minimum value of one-eighth of a cent to any required value above that, or what, perhaps, would be better, to use stamped bands or labels so made that their use would necessitate their cancellation, and to attach such stamps or bands to the matter mailed, in every instance of separate address, similarly to what is done with all other classes of matter, all opportunity for fraud or abuse, as above indicated, and all cumbersome and unnecessary machinery in the collection of postage and the examination of returns, would disappear.

Without being prepared at this time to go into particulars, I think it only necessary to say that I am strongly inclined to believe that if the necessary authority were given by an amendment of the present law, a new system embodying such a change could be devised which would not materially interfere with the convenience of publishers—except to require them to perform labor that is properly their own—and without interfering with the present rate of newspaper and periodical postage, except, perhaps, where single copies of papers might be mailed, in which event a slight excess over an exact fraction of the pound rate would be necessary.

ABUSE FROM THE STATUTORY DEFINITION OF A PERIODICAL.

Under the law the conditions upon which a publication shall be admitted to the second class of mail matter are as follows:

(1) It must regularly be issued at stated intervals, as frequently as four times a year, and bear a date of issue, and be numbered consecutively.

(2) It must be issued from a known office of publication.

(3) It must be formed of printed sheets, without board, cloth, leather, or other substantial binding, such as distinguished printed books for preservation from periodical publications.

(4) It must be originated and published for the dissemination of information of a public character, or devoted to literature, the sciences, arts, or some special industry, and having a legitimate list of subscribers: *Provided, however,* That nothing herein contained shall be so construed as to admit to the second-class rate regular publications designed primarily for advertising purposes, or for free circulation, or for circulation at nominal rates. (Act of March 3, 1879, section 14, 20 Stats., 359.)

Under these conditions—which were intended to distinguish what are generally known as newspapers and periodicals from books—it may be demonstrated that almost anything in the nature of a book, provided it be without board, cloth, leather, or other substantial binding, may be brought within the privileges of the second-class rate of postage, and the object of the law accordingly defeated.

Let it be supposed, for example, that a publisher wishes to issue the works of Shakspeare in such a way as to secure the privilege of the pound rate of postage when the book is sent in the mails. Every one knows that such a publication is a book, no matter how it may be published; it is certainly not a newspaper or a periodical in the universally accepted sense of these words. The publisher, however, means to have it admitted as such, so he arranges to issue it monthly, giving each part a number and a date, places upon the title-page a statement of the place of publication, and binds the parts in paper covers. He thus easily complies with three of the above-mentioned conditions. Next, he publishes a prospectus in which the publication is claimed to be devoted to literature, and he secures through his agents subscribers to the work, in this way complying with the fourth condition of the law.

It must not be supposed that this is merely a hypothetical case. Instances of this exact character have occurred. The postmaster at New York has called attention to the fact that a dictionary—nothing more nor less—issued in this way, was passed through the mails at the pound rate of postage. Not only this, but tons upon tons of books—called “Libraries” or “Series”—being purely and simply paper-covered books or reprints of books, having, probably, no list of subscribers other than booksellers, who buy them just as they buy other books—are every day going through the mails as second-class matter. And the number is constantly on the increase. Unless a check is put to this abuse there is no telling to what extent it will go. Already the mailing of matter of this character, together with pretended sample copies of publications, reference to which is made hereafter, has become so great that the intelligent and careful handling of it at many offices is impossible; so that there is little doubt that a great deal of matter unquestionably subject to a higher rate of postage is constantly smuggled through the mails as second-class matter.

I can not believe that the law was ever intended to allow this class of literature—some of it of very questionable value—to go through the mails at the rate of a cent a pound, while the Bible, the school-book—every other good book that reputable publishers issue under its true character—has to bear postage at the rate of 8 cents a pound.

As a remedy for the evil I suggest the passage by Congress of the following:

That hereafter no publications shall be admitted to the mails as second-class matter that are but books or reprints of books, whether they be issued complete or in parts, whether they be bound or unbound, or whether they be sold by subscription or otherwise.

ABUSE IN THE MAILING OF SAMPLE COPIES.

Under the law as it now stands, publishers and news agents have the right to mail sample copies of their publications at the same rate as for copies to actual subscribers; and as no limit to this privilege is prescribed, postmasters are bound to receive, in every case where a publication is legitimate, any number of sample copies that may be offered. The result is that in many cases publications intended primarily for ad-

vertising purposes, and for free circulation, or circulation at nominal rates, originally presented under the guise of bona fide publications, and purporting to have legitimate lists of subscribers, obtain the privilege of admission to the second class, and almost immediately afterwards their publishers flood the mails with sample copies, or copies gratuitously issued. Many cases have come to my notice where there is reason to believe that immense editions of such publications are sent through the mails in accordance with previous guaranties to advertisers; that is to say, the publishers have not aimed to obtain subscribers, but simply to issue their periodicals as advertising sheets with a guaranty to their patrons of a large circulation. It is not an exaggeration to say that in some of these cases the sample copies are perhaps a hundred fold the edition to bona fide subscribers.

It may be said that in all such cases as these the character of the publication is manifest, and that the postmaster has it in his power to make the facts known to the Department, so that the evil may be corrected. But the difficulty is, as before intimated, that the publication when admitted has all the characteristics of second-class matter, and being thus admitted, the publisher has the right to mail unlimited quantities of it; in the second place, it is not always possible for the postmaster or the Department, without a special investigation, to determine whether the publication is being issued gratuitously or not; and, thirdly, when the publication is discovered to be merely for advertising purposes, it is only after millions of copies have been circulated at the pound rate.

Aside from cases of this kind, it is perhaps a common thing for even legitimate periodicals to begin business with a merely nominal list of subscribers, depending mainly upon the continuous issue of specimen copies to build up a profitable subscription list.

It seems to me that the law was never intended to give to enterprises of the foregoing character the privileges they are now enjoying; and it never could have been foreseen that the very liberal rate of postage on legitimate newspapers and periodicals would be taken advantage of by the publishers of mere rubbish, to the injury of genuine publications.

A remedy for the wrong might, perhaps, be secured by limiting the number of sample copies to a reasonable proportion of the actual subscription list, and to require that every copy sent out as a sample copy should be marked as such under penalty; and never to permit the mailing, except at third-class rates, of even this proportion of sample copies without permission previously obtained from the Department.

FORCE OF THE OFFICE.

The clerical and other force of the office during the past year, and as at present organized, is as follows:

Chief clerk	1
Chiefs of division	2
Clerks of class 4	4
Clerks of class 3	16
Clerks of class 2	21
Clerks of class 1	26
Clerks of class \$1,000	6
Clerks of class \$900	2
Assistant messengers	2
Laborers	6
Total	86

This force is distributed as follows :

Office proper of Third Assistant Postmaster-General :	
Chief clerk	1
Clerks	2
Assistant messenger	1
Finance division :	
Chief of division	1
Clerks	16
Stamp division :	
Chief of division	1
Clerks	45
Assistant messenger	1
Laborers	6
Registration division :	
Clerks	7
Division of files and mails :	
Clerks	5
Total	86

CONCLUSION.

In concluding this report, I think it proper to say that the officers, clerks, and other employés of the Bureau are deserving of high commendation for the promptness, intelligence, fidelity, and efficiency which they have shown in the performance of their several duties.

I have the honor to be, very respectfully, etc.,

H. R. HARRIS,
Third Assistant Postmaster-General.

Hon. WILLIAM F. VILAS,
Postmaster-General.

No. 1.—*Explanation of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1889.*

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 15, 1887.

SIR: I have the honor to submit the following estimates of appropriations for the service of this office for the fiscal year ending June 30, 1889 :

1. For manufacture of adhesive postage and special-delivery stamps	\$144, 148
2. For pay of agent and assistants to distribute stamps, and expenses of agency	8, 000
3. For manufacture of stamped envelopes, newspaper wrappers, and letter sheets	756, 687
4. For pay of agent and assistants to distribute stamped envelopes, newspaper wrappers, and letter sheets, and expenses of agency	16, 000
5. For manufacture of postal cards	212, 455
6. For pay of agent and assistants to distribute postal cards, and expenses of agency	7, 800
7. For registered-package, tag, official, and dead-letter envelopes	102, 866
8. For ship, steam-boat, and way letters	2, 500
9. For engraving, printing, and binding drafts and warrants	2, 500
10. For miscellaneous items	1, 000
Total	1, 253, 956

The following statements will explain the above estimates :

ADHESIVE POSTAGE-STAMPS.

The contract prices of adhesive postage and special-delivery stamps are the same now as they were for the last fiscal year, and they will be the same during two years to come, the contract not expiring until June 30, 1889. At these prices the actual expenditure for stamps during the last year amounted to \$116,700, being the entire appropriation, in addition to which issues were made to the amount in cost of manufacture of \$6,884.45, for which a deficiency appropriation is yet to be made; so that the total cost of the issues of the year was \$123,584.45, or 7½ per cent. in excess of the expenditure of the previous year. From the issues of stamps since the close of the year to the date of this estimate, it is apparent that the above ratio of increase will be kept up if not exceeded during the present year, and I am inclined to think that the same will be the case for the next year. At any rate, I should hardly feel safe in basing an estimate for appropriation upon a smaller annual increase than 8 per cent. Upon this basis the following result is produced :

Cost of stamps issued in the fiscal year ended June 30, 1887	\$123,584.45
Add 8 per cent. for increase	9,886.75
<hr/>	
Gives estimated amount of expenditures for fiscal year ending June 30, 1888	133,471.20
Add 8 per cent. for increase, as before	10,677.69
<hr/>	
Gives estimated cost for the fiscal year ending June 30, 1889, at present contract prices	144,148.89

The current appropriation is \$135,000.

STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

The total cost of the manufacture of stamped envelopes, newspaper wrappers, and letter sheets issued during the past fiscal year was \$648,737.78, or \$65,237.78 in excess of the appropriation, which excess Congress is expected to make provision for by a deficiency appropriation. The envelopes and wrappers were paid for during the first quarter of the year at old contract prices; during the last three-quarters they were purchased under the present contract, the rates of which are considerably lower. These latter rates will continue unchanged until September 30, 1890. The contract under which letter sheets were obtained is for no fixed term, it being discretionary with the Department to annul the same whenever, in the judgment of the Postmaster-General, the interests of the public service require it.

Upon the assumption that the ratio of increase in the *number* of envelopes to be issued during the present and the next fiscal years will be about the same as the ratio of the past year—which is nearly 8 per cent. for all kinds of envelopes—I have thought it fair to take that as the ratio of annual increase in expenditure. Upon the basis of the last year's cost, the result will be as follows :

Cost of stamped envelopes, newspaper wrappers, and letter-sheet envelopes issued during the fiscal year ended June 30, 1887	\$648,737.78
Add 8 per cent. for increase	51,899.02
<hr/>	
Gives estimated cost for fiscal year ending June 30, 1888	700,636.80
Add 8 per cent. for increase, as before	56,050.94
<hr/>	
Gives estimated cost for fiscal year ending June 30, 1889	756,687.74

The present appropriation is \$780,000.

POSTAL CARDS.

The amount paid for the manufacture of postal cards during the last fiscal year was \$182,146.27, an increase of nearly 8 per cent. over the amount paid during the previous year. (This amount includes payment for 25,000,000 cards issued to the distributing agency established during the year at Chicago, Ill.) As the contract prices for the present and the next fiscal years are and will be the same as those for the past two years, and as no higher ratio of increase in the number of cards to be issued than the above ratio in expenditure is soon expected, I have fixed upon that as proper for the calculation of the estimate. The result is shown in the following statement:

The expenditure for the fiscal year ended June 30, 1887, was.....	\$182, 146. 27
Add 8 per cent. for increase.....	14, 571. 70
<hr/>	
Gives estimated expenditure for year ending June 30, 1888.....	196, 717. 97
Add 8 per cent. for increase, as before.....	15, 737. 43
<hr/>	
Gives estimated expenditure for year ending June 30, 1889.....	212, 455. 40

The current appropriation is \$200,000.

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

The cost of the registered-package, tag, official, and dead-letter envelopes issued during the past fiscal year was \$85,013.49, or an increase of 17 per cent. over the expenditure of the previous year. This amount is \$17,813.49 in excess of the appropriation, for which excess a deficiency appropriation will be required. The ratio of increase in expenditure will be hardly as great during the present or the coming year as in the past; but as the contract upon which the envelopes are furnished is an annual one, more or less of uncertainty, due to fluctuations in the prices of materials entering into the manufacture of paper, always attaches to the preparation of an estimate for this item of appropriation. I think that 10 per cent. is a reasonable ratio, and I have predicated the estimate upon that, as follows:

Cost of envelopes for fiscal year ended June 30, 1887.....	\$85, 013. 49
Add 10 per cent. for increase.....	8, 501. 34
<hr/>	
Gives estimated amount for year ending June 30, 1888.....	93, 514. 83
Add 10 per cent. for increase, as before.....	9, 351. 48
<hr/>	
Gives estimated amount for year ending June 30, 1889.....	102, 866. 31

The current appropriation is \$87,500.

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

The amount required for the expenses of the postage-stamp agency during the coming year will be, in even figures, \$8,000. This is \$100 less than the usual appropriation, which is never fully expended.

The amount required for the expenses of the stamped-envelope agency is estimated at \$16,000.

The amount required for the postal-card agency will be somewhat less than the current appropriation, owing to the fact that some decrease in the labor of distribution at this agency will result from the transfer of the work to the subagency at Chicago, and to two other agencies which are contemplated. Making due allowance for this decrease of work, the amount required will probably be \$7,800.

The current appropriations for the several agencies are as follows: Postage-stamp agency, \$8,100; stamped-envelope agency, \$16,000; postal-card agency, \$10,300.

SHIP, STEAM-BOAT, AND WAY LETTERS.

Under the law owners or masters of vessels, not regularly engaged in the transportation of the mails, are entitled to compensation on arrival in port for letters brought and delivered by them to post-offices for transmission to destination. In every case the amount thus paid the owner or master of a vessel is collected by the postmaster at the office of delivery, in addition to the regular postage, which amount is therefore made good to the Government.

The expenditure for the fiscal year ended June 30, 1886, was \$2,050.83, and for the three quarters ended March 31, 1887, it was \$1,146.30. The appropriation for the current year is \$2,500; that for the next year should be the same.

ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

This appropriation is for the purchase of drafts and warrants used for payment 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 \$1,959.50. The appropriation for the current fiscal year is \$2,500; the estimated amount required for the next year is the same.

MISCELLANEOUS.

The estimated amount required for miscellaneous expenditures for the office is \$1,000—this being the amount appropriated for the current fiscal year. The amount expended during the last fiscal year was \$114.75. It is expected that during the next year, by reason of the establishment of several subagencies for the distribution of stamped paper, a much greater expenditure will be made, so that no reduction from the usual amount of the appropriation is considered prudent.

COMPARISON OF ESTIMATES WITH PRESENT APPROPRIATIONS.

The excess of the above estimates over the present appropriations is shown in the following table:

Object.	Appropriations, year ending June 30, 1888.	Estimates, year ending June 30, 1889.	+Increase; — decrease.	
			Amount.	Per cent.
Adhesive postage and special-delivery stamps.....	\$135,000.00	\$144,148.00	+\$9,148.00	+6.7+
Postage-stamp agency.....	8,100.00	8,000.00	-100.00	-1.2+
Stamped envelopes, newspaper wrappers, and letter sheets.....	780,000.00	756,687.00	-23,313.00	-2.9+
Stamped-envelope agency.....	16,000.00	16,000.00	.....	.....
Postal cards.....	200,000.00	212,453.00	+12,453.00	+6.2+
Postal-card agency.....	10,300.00	7,800.00	-2,500.00	-24.2+
Registered-package, tag, official, and dead-letter envelopes.....	87,500.00	102,866.00	+15,366.00	+17.5+
Ship, steam-boat, and way letters.....	2,500.00	2,500.00	.....	.....
Engraving, printing, and binding drafts and warrants.....	2,500.00	2,500.00	.....	.....
Miscellaneous.....	1,000.00	1,000.00	.....	.....
Total.....	1,242,900.00	1,253,056.00	+11,056.00	+0.8+

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:

Object.	Expenditure, year ended June 30, 1887.	Estimates of appropriation, year ending June 30, 1889.	+Increase; —decrease.	
			Amount.	Per cent.
Adhesive postage and special-delivery stamps...	*\$123,584.45	\$144,148.00	+\$20,563.55	+16.6+
Postage-stamp agency.....	7,522.40	8,000.00	+477.60	+6.3+
Stamped envelopes, newspaper wrappers, and letter sheets.....	*648,737.78	758,687.00	+107,949.22	+16.6+
Stamped-envelope agency.....	15,945.07	18,000.00	+51.93	+0.3+
Postal cards.....	182,146.27	212,455.00	+30,308.73	+16.6+
Postal-card agency.....	9,970.80	7,800.00	-2,170.80	-21.7+
Registered-package, tag, official, and dead-letter envelopes.....	*85,013.49	102,868.00	+17,852.51	+20.9+
Ship, steam-boat, and way letters.....	1,505.58	2,500.00	+994.42	+66.0+
Engraving, printing, and binding drafts and warrants.....	1,959.50	2,500.00	+540.50	+27.5+
Miscellaneous.....	114.75	1,000.00	+885.25	+771.4+
Total.....	1,076,500.09	1,253,950.00	+177,455.91	+16.4+

* Including amount to be supplied by deficiency appropriation.

In submitting the foregoing estimates, I have the honor to suggest that, as the several articles of stamped paper for which provision is therein made are all absolutely essential to the legal operations of the postal service, and as their supply is dependent upon the demands of the public for them as made known through the requisitions of postmasters—rendering it, to say the least, altogether inexpedient to cut off the supply in any case where an appropriation is found toward the end of the year to be inadequate—it would be desirable to have the Department vested with authority to use, whenever necessary, whatever balance might be left from one appropriation for the purpose of supplying deficiencies in the others. This would no doubt sometimes obviate the necessity of asking for deficiency appropriations, and relieve the Department from the responsibility of allowing obligations to be created in excess of what the law strictly authorizes. I accordingly respectfully recommend that Congress be requested to incorporate into the next act making appropriations for the postal service some such provision as the following:

Provided, That, in future, whenever it may become necessary, the Postmaster-General shall be authorized to use any balance left over from any one of the several items of appropriation for the manufacture of stamps, stamped envelopes, or postal-cards, in order to supply, as far as practicable, deficiencies that may exist in the other items.

Yours, very respectfully,

H. R. HARRIS,
Third Assistant Postmaster-General.

HON. WILLIAM F. VILAS,
Postmaster-General.

THIRD ASSISTANT—APPROPRIATIONS AND EXPENDITURES. 909

No. 2.—Statement showing appropriations and expenditures for the year ended June 30, 1887.

Items.	Amount of appropriation.	By accounts up to September 30.		
		Amount of expenditures.	Balance unexpended.	Excess of expenditures.
<i>Office of the Postmaster-General.</i>				
For mail deprecations and post-office inspectors, and fees to United States marshals, attorneys, etc	\$200,000.00	\$197,706.68	\$2,293.92	.....
For advertising	20,000.00	12,584.75	7,445.25	.....
For miscellaneous items in the office of the Postmaster-General	1,500.00	100.00	1,394.00	.....
<i>Office of the First Assistant Postmaster-General.</i>				
For compensation to postmasters	11,700,000.00	11,929,481.41	.....	\$229,481.41
For compensation to clerks in post-offices	5,150,000.00	5,385,812.74	.....	235,812.74
For rent, fuel, and light	495,000.00	471,333.23	23,666.77	.....
For office furniture	25,000.00	20,470.88	4,529.12	.....
For miscellaneous and incidental items	70,000.00	57,775.46	12,224.54	.....
For free-delivery service	4,928,531.25	4,618,682.05	309,849.20	.....
For stationery in post-offices	55,000.00	45,692.43	9,307.57	.....
For wrapping twine	80,000.00	65,160.79	14,839.21	.....
For wrapping paper	30,000.00	29,971.82	28.18	.....
For letter-balances, scales, and test-weights. For postmarking and rating stamps, and ink and pads for canceling and stamping purposes	10,000.00	1,061.62	8,908.38	.....
.....	30,000.00	21,005.48	8,994.52	.....
<i>Office of the Second Assistant Postmaster-General.</i>				
For inland mail transportation by star routes	5,850,000.00	5,119,649.30	730,350.70	.....
For inland mail transportation by steam-boat routes	575,000.00	421,370.24	153,629.76	.....
For mail-messenger service	900,000.00	825,338.17	74,661.83	.....
For mail-bags and mail-bag catchers	260,000.00	245,798.33	14,201.67	.....
For mail locks and keys	20,000.00	19,522.00	478.00	.....
For inland mail transportation by railroad routes	15,505,432.00	14,707,281.94	888,150.06	.....
For railway post-office car service	1,808,000.00	1,713,391.92	94,608.08	.....
For railway postal clerks	4,800,000.00	4,693,381.91	106,618.09	.....
For necessary and special facilities on trunk lines	291,000.00	285,372.81	5,627.19	.....
For miscellaneous items	1,000.00	160.90	833.10	.....
<i>Office of the Third Assistant Postmaster-General.</i>				
For manufacture of adhesive postage and special-delivery stamps	116,700.00	116,700.00	.....	.....
For postage-stamp agency	8,100.00	7,522.40	577.60	.....
For manufacture of stamped envelopes, newspaper wrappers, and letter sheets	583,500.00	583,500.00	.....	.....
For stamped-envelope agency	16,000.00	15,945.67	54.93	.....
For manufacture of postal cards	188,600.00	182,146.27	6,453.73	.....
For postal-card agency	10,300.00	9,970.80	329.20	.....
For registered-package, tag, official, and dead-letter envelopes	67,200.00	67,200.00	.....	.....
For ship, steam-boat, and way letters	2,000.00	1,505.58	494.42	.....
For engraving, printing, and binding drafts and warrants	2,000.00	1,650.50	40.50	.....
For miscellaneous items	1,000.00	114.75	885.25	.....
For special-delivery service	92,726.42	92,726.42	.....	.....
<i>Office of the Superintendent of Foreign Mails.</i>				
For transportation of foreign mails	375,000.00	309,981.52	5,018.48	.....
For balances due foreign countries	100,000.00	54,286.86	45,713.14	.....
Total	54,458,580.67	52,391,677.43	2,532,206.39	465,294.15

No. 3.—Statement exhibiting the receipts and expenditures, under appropriate heads, by 30, 1886

RECEIPTS.

	Quarter ended September 30, 1886.	Quarter ended December 31, 1886.	Quarter ended March 31, 1887.	Quarter ended June 30, 1887.
Letter postage paid in money.....	\$39,726.14	\$3,704.82	\$18,068.25	\$32,278.66
Box-rents and branch offices.....	524,931.96	530,407.96	545,629.52	557,530.54
Fines and penalties.....	4,897.39	6,032.17	5,893.90	2,701.00
Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards.....	10,328,491.33	11,682,225.36	12,275,723.16	11,384,543.99
Dead letters.....	1,827.60	5,108.97	1,807.09	2,142.69
Revenue from money-order business.....	152,731.21	209,113.87	179,316.05	178,174.32
Miscellaneous.....	20,342.78	8,047.76	7,250.67	128,961.13
	11,072,948.41	12,444,640.91	13,033,687.74	12,286,332.33

Comparison, including revenue from money-order business:

Increase of receipts over year ended June 30, 1886, \$4,889,188.44, or 11.1+ per cent.

Increase of receipts over year ended June 30, 1885, \$6,276,765.56, or 14.9+ per cent.

EXPENDITURES.

Compensation of postmasters.....	\$2,854,647.15	\$2,966,767.09	\$3,060,182.96	\$3,017,884.21
Compensation of clerks for post-offices.....	1,333,146.80	1,309,873.81	1,383,954.09	1,258,838.04
Compensation of letter-carriers and incidental expenses.....	1,155,903.07	1,143,193.62	1,153,235.41	1,166,349.95
Wrapping paper.....	11,151.35	7,528.95	10,779.11	512.41
Twine.....	18,611.58	12,873.42	18,668.82	15,066.97
Postmarking and canceling stamps.....	4,478.66	3,764.76	3,994.94	8,767.13
Letter-balances.....	468.70	83.08	486.14	53.70
Rent, light, and fuel for post-offices.....	107,428.56	117,230.70	123,717.99	123,965.98
Stationery.....	14,260.23	19,939.35	5,063.17	6,429.68
Furniture for post-offices.....	1,932.41	4,394.47	7,196.87	6,957.13
Miscellaneous, office of First Assistant Postmaster-General.....	14,476.82	13,561.23	13,475.16	16,262.25
Inland mail transportation, railroad.....	3,636,971.05	3,610,931.24	3,607,142.87	3,843,236.76
Inland mail transportation, star.....	1,273,378.53	1,278,304.19	1,279,931.89	1,288,034.69
Inland mail transportation, steam-boat.....	110,693.40	103,469.31	100,314.39	106,893.14
Transportation by postal cars.....	419,339.92	423,701.06	425,709.59	444,641.35
Special and necessary facilities, railroad trunk lines.....	66,140.30	71,238.79	73,996.86	73,996.86
Compensation of railway postal clerks.....	1,145,969.67	1,160,202.82	1,182,483.59	1,204,695.83
Compensation of mail messengers.....	204,789.44	203,534.32	209,815.11	207,196.30
Mail locks and keys.....	6,109.50	6,700.00	4,662.50	2,050.00
Mail bags and catchers.....	28,660.10	69,736.48	92,011.04	55,390.71
Mail deprecations, post-office inspectors, fees to United States marshals, attorneys, clerks of court, and counsel.....	45,936.17	50,460.28	48,742.20	52,567.48
Postage-stamps.....	24,243.91	34,511.66	33,366.34	24,588.09
Distribution of postage-stamps.....	1,882.17	1,880.23	1,870.00	1,890.00
Stamped envelopes and newspaper wrappers.....	114,966.59	196,234.75	177,792.32	94,506.34
Distribution of stamped envelopes and newspaper wrappers.....	3,815.82	4,303.39	8,877.50	3,948.36
Postal cards.....	34,344.28	49,747.93	42,657.03	55,397.03
Distribution of postal cards.....	2,466.05	2,457.50	2,450.00	2,597.25
Registered-package envelopes, locks and seals, and official and dead-letter envelopes.....	16,745.93	10,328.16	26,780.52	4,345.39
Ship, steam-boat, and way letters.....	429.46	186.52	530.32	356.28
Engraving, printing, and binding drafts and warrants.....	1,080.00	173.90	225.60	480.00
Advertising.....	2,711.30	2,747.51	3,809.05	3,786.89
Miscellaneous, office of Postmaster-General.....	31.50	24.90	17.50	32.10
Foreign mail transportation.....	93,307.33	105,471.68	105,560.11	65,642.40
Balance due foreign countries.....	13.73	523.02	14,709.92	39,040.19
Miscellaneous, Second Assistant Postmaster-General.....	95.00	.....	58.00	13.00
Miscellaneous, Third Assistant Postmaster-General.....	.....	87.30	.....	27.45
Special-delivery service.....	10,989.81	25,162.64	24,501.59	26,123.38

quarters, for the fiscal year ended June 30, 1887, compared with fiscal years ended June and 1885.

RECEIPTS.

Total year ended June 30, 1887.	Total expenditures on account of previous fiscal years.	Total year ended June 30, 1886.	Comparison with year ended June 30, 1886.		Total year ended June 30, 1885.	Comparison with year ended June 30, 1885.	
			Increase.	Decrease.		Increase.	Decrease.
893,777.87		\$60,004.80	\$23,773.07		\$67,527.86	\$26,250.01	
2,158,409.98		2,018,048.04	140,451.94		1,958,237.05	200,262.93	
19,433.56		13,472.35	5,961.21		13,511.90	5,921.65	
45,070,983.84		41,447,095.88	4,223,887.96		40,056,226.69	5,614,757.15	
10,976.35		8,838.33	2,118.02		12,097.93	\$1,121.58	
719,335.45		350,551.87	368,783.58		408,933.30	310,402.15	
164,002.34		50,391.68	114,210.66		44,309.10	120,293.24	
48,837,609.39		43,948,422.95	4,889,186.44		42,560,843.83	6,277,887.14	1,121.58
43,948,422.95					48,837,609.39	1,121.58	
4,889,186.44					6,276,765.56	4,276,765.56	

Comparison, excluding revenue from money-order business :
 Increase of receipts over year ended June 30, 1886, \$4,520,402.86, or 10 3/4 per cent.
 Increase of receipts over year ended June 30, 1885, \$3,966,363.41, or 14.1+ per cent.

EXPENDITURES.

\$11,929,481.41		\$11,348,178.17	\$581,303.24		\$11,243,848.94	\$685,632.47	
5,385,812.74	\$2,944.74	4,977,663.47	408,149.27		4,873,833.19	511,059.55	
4,618,682.05	112.66	4,312,296.70	306,385.35		3,985,952.55	632,729.50	
29,971.82		28,766.49	1,205.33		34,997.60	\$5,025.78	
65,160.79		69,192.35		\$4,031.56	70,149.50	13,988.71	
21,065.48	216.00	16,812.37	4,193.11		10,233.04	10,772.44	
1,091.62		1,172.50		80.88	17,802.26	16,710.58	
471,333.23	2,629.89	468,932.57	2,400.66		455,239.09	16,094.14	
45,692.43	49.77	36,030.10	9,662.33		46,776.43	1,084.00	
20,470.88	3,649.70	11,214.66	9,256.22		19,406.89	1,063.99	
57,775.46	479.89	53,498.30	4,277.16		54,483.46	3,292.00	
14,707,281.04	70,042.17	14,149,401.83	557,880.09		13,558,813.78	1,148,968.16	
5,119,649.39	29,763.22	5,452,456.19		332,806.89	5,409,259.00	233,699.70	
421,370.24	111.48	471,447.26		50,077.02	558,288.51	136,918.27	
1,713,391.62	16,441.36	1,691,447.80	21,944.12		1,709,236.47	4,155.45	
285,172.81		251,540.82	33,831.99		249,969.72	35,173.09	
4,663,881.91	5,797.07	4,467,778.08	225,603.83		4,246,399.51	447,172.40	
825,338.17	4,703.84	833,968.38		8,630.21	869,139.70	40,891.53	
19,522.00		19,995.80		473.80	29,962.00	4,440.00	
245,798.33	52,953.95	215,292.80	30,595.53		240,779.76	5,018.57	
197,706.08	234.80	194,435.00	3,271.08		199,239.57	1,533.49	
110,700.00		114,969.09	1,739.91		137,753.47	21,053.47	
7,522.40		6,837.00	685.40		5,745.86	1,776.54	
583,500.00		692,435.04		108,935.04	620,165.56	42,665.56	
15,945.07		15,372.09	572.98		15,886.10	58.97	
182,148.27		168,826.06	13,320.21		184,700.87	2,554.60	
9,970.80	11.25	7,008.90	2,961.90		7,005.82	2,964.98	
67,200.00		72,366.21		5,166.21	90,697.26	22,897.26	
1,505.58		2,050.83		545.25	1,801.11	295.53	
1,959.50		1,984.75		25.25	2,081.22	121.72	
12,554.75	305.25	14,624.66		2,069.91	16,694.07	4,139.32	
106.00		149.71		43.71	1,247.64	1,141.04	
369,981.52	32,541.78	358,929.87	11,051.65		325,462.98	44,518.54	
64,286.86	13,547.02	31,927.09	22,359.77		23,489.71	30,797.15	
160.00	5.49	619.65		452.75	984.35	817.45	
114.75	35.00	369.22		254.47	901.48	786.73	
92,726.42	18.16	67,652.14	25,074.28		92,726.42		

No. 3.—Statement exhibiting the receipts and expenditures, under appropriate heads, by

EXPENDITURES—Continued.

	Quarter ended Sep- tember 30, 1886.	Quarter ended Decem- ber 31, 1886.	Quarter ended March 31, 1887.	Quarter ended June 30, 1887.
Compensation of postmasters readjusted.....				
Delegates to Postal Union Congress, Lisbon, Portugal				
	\$12,767,506.29	\$13,029,330.01	\$13,272,250.50	\$13,322,500.63

Total expenditures for transportation of the mails for year ended June 30, 1887..... \$22,247,066.21
 Total expenditures for transportation of the mails for year ended June 30, 1886..... 22,016,293.93

Increase over 1886..... 230,772.29
 or 1.04 + per cent.

Increase of expenditures over June 30, 1886, \$1,764,124.06, or 3.4 + per cent.

quarters, for the fiscal year ended June 30, 1887, etc.—Continued.

EXPENDITURES—Continued.

Total year ended June 30, 1887.	Total expenditures on account of previous fiscal years.	Total year ended June 30, 1888.	Comparison with year ended June 30, 1888.		Total year ended June 30, 1885.	Comparison with year ended June 30, 1885.	
			Increase.	Decrease.		Increase.	Decrease.
	\$375,823.47						
	2,100.00						
\$52,391,677.43	614,516.96	\$50,627,553.37	\$2,277,717.01	\$513,592.95	\$49,317,188.41	\$3,675,074.36	\$600,585.34
50,627,553.37			1,764,124.06		52,391,677.43	600,585.34	
1,764,124.06					3,074,489.02	3,074,489.02	

Total expenditures for transportation of the mails for year ended June 30, 1887.... \$22,247,066.21
 Total expenditures for transportation of the mails for year ended June 30, 1885.... 21,479,097.48

Increase over 1885..... 767,968.73

Increase of expenditures over June 30, 1885, \$3,074,489.02, or 6.2 + per cent.

or 8.5 + per cent.

No. 4.—Receipts and disbursements at Treasury depositories during the fiscal year ended June 30, 1887.

Depositories.	Deposits.	Grants from the Treasury.	By transfer.	Aggregate accumulation.	Aggregate receipts.	Increase of receipts over 1886.	Decrease of receipts from 1886.	Warrants drawn.
Treasurer United States, Washington, D. C.	\$234,603.47	\$3,225,525.41	\$71,658.57	\$7,673,787.15	\$234,603.47	\$61,851.60		\$837,632.80
Assistant treasurer United States, Baltimore, Md.	297,505.15		200,000.00	9,497,205.15	297,505.15	20,808.58		1,454,658.02
Assistant treasurer United States, Boston, Mass.	2,231,629.93			9,231,629.93	2,231,629.93	261,808.55		1,463,250.72
Assistant treasurer United States, Chicago, Ill.	5,601,260.72		1,650,000.00	5,151,260.72	5,601,260.72	288,457.43		5,078,804.28
Assistant treasurer United States, Cincinnati, Ohio.	1,447,450.61		400,000.00	1,847,450.61	1,447,450.61	174,943.87		1,650,700.00
Assistant treasurer United States, New Orleans, La.	7,083,793.87		400,000.00	6,680,101.10	7,083,793.87	161,605.61		1,851,862.23
Assistant treasurer United States, New York, N. Y.	4,987,981.81	3,713,013.57	1,500,000.00	12,412,400.44	4,987,981.81	145,177.13		10,037,105.55
Assistant treasurer United States, Philadelphia, Pa.	4,987,981.81		2,000,000.00	2,057,222.52	4,987,981.81	340,593.78		2,363,483.16
Assistant treasurer United States, San Francisco, Cal.	4,987,981.81		2,000,000.00	1,077,549.73	4,987,981.81	140,542.04		2,460,158.27
Assistant treasurer United States, Saint Louis, Mo.	1,458,103.21		400,000.00	1,858,103.21	1,458,103.21	267,517.53		1,812,884.43
First National Bank, Concord, N. H.				9,303.81	9,303.81	7,672.73		
First National Bank, Deadwood, Dak.				811.50	811.50	741.77		\$100.00
First National Bank, Galveston, Tex.								
First National Bank, Kansas City, Mo.				24.00	24.00	24.00		60.80
First National Bank, Helena, Helena, Mont.				431.00	431.00			
First National Bank, Keosauqua, Kans.				5,637.80	5,637.80	5,637.80		446.85
First National Bank, Madison, Wis.								
First National Bank, Memphis, Tenn.								
First National Bank, Milwaukee, Wis.				88.95	88.95	88.95		375.10
First National Bank, Montgomery, Ala.								
First National Bank, Nashville, Tenn.				170.00	170.00	165.00		210.20
First National Bank, Portland, Oregon.				20.00	20.00			
First National Bank, Portland, Me.				500.00	500.00	500.00		81.00
First National Bank, Santa Fe, N. Mex.				200.00	200.00	200.00		
First National Bank, Toledo, Ohio.				472.50	472.50	372.50		
First National Bank, Trenton, N. J.								
First National Bank, Yankton, Dak.				680.50	680.50	64.41		1,377.35
Second National Bank, Saint Paul, Minn.				625.00	625.00	360.00		
Second National Bank, Utica, N. Y.				639.36	639.36	629.36		
Mercantile National Bank, Cleveland, Ohio.				711.91	711.91	198.00		
Mercantile National Bank, Burlington, Vt.				150.00	150.00	601.91		1,435.83
Mercantile National Bank, Little Rock, Ark.				10.00	10.00	10.00		128.50
Mercantile National Bank, Portland, Me.				600.00	600.00			
Mercantile National Bank, Savannah, Ga.				1,784.52	1,784.52	1,634.53		2,708.72
American National Bank, Des Moines, Iowa.				300.00	300.00	300.00		
Charter Oak National Bank, Hartford, Conn.								
Citizens National Bank, Des Moines, Iowa.				1,784.52	1,784.52	1,634.53		
Commercial National Bank, Detroit, Mich.				300.00	300.00	300.00		
East Tennessee National Bank, Dover, Colo.								
East Tennessee National Bank, Knoxville, Tenn.								
Indianapolis National Bank, Indianapolis, Ind.				780.31	780.31	34.00		10,914.70
								452.07

Gate City National Bank, Atlanta, Ga.	222.00	222.00				105.47	
German National Bank, Little Rock, Ark.	805.35	805.35			317.87		
Kentucky National Bank, Louisville, Ky.	310.05	310.05				792.92	
Nassau National Bank, Brooklyn, N. Y.	125.00	125.00			125.00		
National City Bank, Grand Rapids, Mich.						113.53	
National Bank of the Republic, Washington, D. C.						66.02	
National Bank of Raleigh, Raleigh, N. C.	78.50	78.50				348.44	
Omaha National Bank, Omaha, Nebr.	146.55	146.55					
People's National Bank, Charleston, S. C.	37,744.13	37,744.13			33.95		
Planters' National Bank, Danville, Va.	268.02	268.02			872.19		
Planters' National Bank, Richmond, Va.	530.00	530.00			118.02		
San Antonio National Bank, San Antonio, Tex.	292.52	292.52				166.10	
State National Bank, El Paso, Tex.	50.00	50.00			50.00	7.48	
State National Bank, Memphis, Tenn.	7,867.07	7,867.07					
State National Bank, Springfield, Ill.	492.78	492.78			918.85		
Trustee's National Bank, Pittsburgh, Pa.	1,010.41	1,010.41			492.78		
Union National Bank, Salt Lake City, Utah.	70.00	70.00			700.41		
Valley National Bank, Staunton, Va.	165.49	165.49			165.49	19.93	
Assistant treasurer United States, New Orleans, La.*	257.18	257.18			257.18		
United States depository, Little Rock, Ark.*							
United States depository, Merchants' Bank, Savannah, Ga.*							
United States depository, Galveston, Tex.*							
Total.....	19,751,258.72	32,394,055.97	19,751,258.72	1,862,884.60	21,089.40	21,089.40	25,525,706.96

* Old accounts.

No. 4.—Receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1887—Continued.

Depositories.	Increase of warrants drawn over 1886.	Decrease of warrants drawn from 1886.	Transfer account.		Warrants paid.	Outstand- ing war- rants June 30, 1886.	Balances as per trans- cripts June 30, 1887.	Outstand- ing war- rants June 30, 1887.	Balance sub- ject to draft June 30, 1887.
			From—	To—					
Treasurer United States, Washington, D. C.	\$43,821.87		\$4,400,000.00	\$73,638.27	\$838,086.41	\$1,830.70	\$295,931.07	\$1,700.98	\$204,140.00
Assistant treasurer United States, Baltimore, Md.	45,493.85			200,000.00	427,648.75	1,883.08	126,554.07	3,115.25	123,438.73
Assistant treasurer United States, Boston, Mass.					1,551,801.00	2,692.36	623,271.71	1,870.49	621,401.22
Assistant treasurer United States, Chicago, Ill.	181,000.25	\$56,852.63	700,000.00		5,973,040.86	8,454.45	515,723.83	13,965.87	531,757.95
Assistant treasurer United States, Cincinnati, Ohio	119,650.93		1,630,000.00		1,690,758.49	7,490.05	537,376.80	6,279.88	531,096.92
Assistant treasurer United States, Cincinnati, Ohio	24,719.16		400,000.00		858,621.20	9,087.27	283,778.59	5,266.96	284,571.63
Assistant treasurer United States, New York, N. Y.	450,069.39		1,600,000.00		10,061,540.18	56,269.40	2,891,694.81	28,756.31	2,862,938.50
Assistant treasurer United States, Philadelphia, Pa.	3,923.93		700,000.00		2,361,000.42	4,108.78	658,522.80	6,146.52	652,376.28
Assistant treasurer United States, San Francisco, Cal.		136,551.04		250,000.00	892,075.01	9,754.87	311,938.64	6,825.26	305,113.44
Assistant treasurer United States, Saint Louis, Mo.	94,610.56			400,000.00	1,811,012.70	7,025.94	368,463.00	8,280.08	360,182.92
First National Bank, Concord, N. H.			210.00						
First National Bank, Deadwood, Dak.			9,015.62						434.01
First National Bank, Denver, Colo.			239.37						572.13
First National Bank, Galveston, Tex.									
First National Bank of Helena, Helena, Mont.			24.00						
First National Bank, Kansas City, Mo.			431.00						
First National Bank, Leavenworth, Kans.			5,687.80						
First National Bank, Madison, Wis.									
First National Bank, Milwaukee, Wis.									
First National Bank, Memphis, Tenn.			88.05						
First National Bank, Montgomery, Ala.									
First National Bank, Nashville, Tenn.			170.00						
First National Bank, Portland, Oregon			20.00						
First National Bank, Portsmouth, N. H.			500.00						
First National Bank, Santa Fe, N. Mex.			200.00						
First National Bank, Toledo, Ohio			472.50						
First National Bank, Trenton, N. J.									
First National Bank, Yankton, Dak.									
Second National Bank, Saint Paul, Minn.			689.50						
Second National Bank, Utica, N. Y.			625.00						
Second National Bank, Utica, N. Y.			639.36						
Mercantile National Bank, Cleveland, Ohio									
Mercantile National Bank, Burlington, Vt.									
Mercantile National Bank, Little Rock, Ark.									
Mercantile National Bank, Portland, Me.									
Mercantile National Bank, Savannah, Ga.			741.91						
American National Bank, Dallas, Tex.			160.00						
Charter Oak National Bank, Hartford, Conn.			10.00						
Charter Oak National Bank, Des Moines, Iowa			600.00						
Citizens' National Bank, Detroit, Mich.			1,924.52						
Commercial National Bank, Denver, Colo.			300.00						
East Tennessee National Bank, Knoxville, Tenn.									

Indianapolis National Bank, Indianapolis, Ind.....	710.34	200.00	200.00
Gate City National Bank, Atlanta, Ga.....	222.04		
German National Bank, Little Rock, Ark.....	778.60	20.75	28.75
Kentucky National Bank, Louisville, Ky.....	310.03		
Nassau National Bank, Brooklyn, N. Y.....	125.00		
National City Bank, Grand Rapids, Mich.....			
National Bank of the Republic, Washington, D. C.....	422.22		
National Bank of Raleigh, Raleigh, N. C.....	181.15		
Omaha National Bank, Omaha, Nebr.....	37,714.13		
People's National Bank, Charleston, S. C.....	268.02		
Planters' National Bank, Danville, Va.....	520.00		
Planters' National Bank, Richmond, Va.....	492.52		
San Antonio National Bank, San Antonio, Tex.....		50.00	50.00
State National Bank, Sioux City, Iowa.....	7,815.02	607.45	607.45
State National Bank, El Paso, Tex.....	492.78		
State National Bank, Memphis, Tenn.....	721.14		
State National Bank, Springfield, Ill.....	70.00	499.27	499.27
Traders' National Bank, Pittsburgh, Pa.....	165.49		
Union National Bank, Salt Lake City, Utah.....	257.18		
Valley National Bank, Savannah, Va.....			
Assistant treasurer United States, New Orleans, La.}			
United States depository, Little Rock, Ark. }		31,164.41	31,164.44
United States depository, Merchants' Bank, Savannah, Ga. }		5,823.50	6,823.50
United States depository, Galveston, Tex. }		205.76	205.76
		83.36	83.36
Total.....	1,410,305.34	5,673,658.27	6,516,674.40
	193,503.07	25,551,858.31	82,237.64
	1,216,802.27	6,598,912.04	6,516,674.40

* Transfer made by the Secretary of the Treasury January 29, 1887.

COMPARATIVE STATEMENT BETWEEN FISCAL YEARS 1886 AND 1887 AT TREASURY DEPOSITORIES.

Deposits for fiscal year 1887.....	\$19,751,258.72	Warrants drawn for 1887.....	\$25,525,706.96
Deposits for fiscal year 1886.....	17,879,463.62	Warrants drawn for 1886.....	24,308,814.69
Increase of deposits for 1887.....	1,871,795.10	Increase for 1887.....	1,216,892.27
Grants from the Treasury, 1886.....	\$8,714,422.02	Balance subject to draft June 30, 1887.....	6,516,674.40
Grants from the Treasury, 1887.....	9,969,188.16	Balance subject to draft June 30, 1886.....	6,321,963.60
Increase of grants for 1887.....	1,745,283.04	Increase for 1887.....	1,194,690.74
Increase of receipts over 1886.....	\$1,892,884.50	Total number of warrants issued during fiscal year 1887.....	82,903
Decrease of receipts from 1886.....	21,082.40	Total number of warrants issued during fiscal year 1886.....	72,999
Increase for 1887, as shown above.....	1,871,795.10	Increase for 1887.....	9,504

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards issued during fiscal year ending June 30, 1887.*

ORDINARY POSTAGE-STAMPS.

Denominations.	Quarter ending September 30, 1886.	Quarter ending December 31, 1886.	Quarter ending March 31, 1887.	Quarter ending June 30, 1887.	Total.
1-cent.....	80,669,900	117,101,800	124,744,900	109,769,700	432,286,300
2-cent.....	240,142,600	351,213,400	328,290,200	319,516,150	1,248,162,350
3-cent.....	61,100	312,000	791,500	100,000	1,264,600
4-cent.....	2,141,500	4,158,700	3,795,300	3,343,400	13,438,900
5-cent.....	6,258,400	9,073,060	9,553,400	7,614,280	32,499,140
6-cent.....	1,700	1,000	54,000	1,000	57,700
10-cent.....	3,582,310	5,243,850	5,933,210	4,417,120	19,176,520
15-cent.....	256,040	540,780	414,550	419,520	1,630,890
30-cent.....	89,710	115,030	130,900	97,410	433,050
90-cent.....	5,710	12,480	8,450	8,810	35,450
Special-delivery 10-cent.....	215,880	492,050	254,980	281,000	1,243,910
Total.....	342,424,850	488,264,750	471,971,440	445,570,420	1,748,231,460
Value.....	\$6,610,343.00	\$9,525,185.00	\$9,157,597.00	\$8,575,025.00	\$32,868,150.00

NEWSPAPER AND PERIODICAL STAMPS.

1-cent.....	134,625	155,290	164,870	149,760	604,545
2-cent.....	118,880	126,945	129,440	117,640	492,905
3-cent.....	40,845	47,740	37,140	56,570	202,295
4-cent.....	74,165	84,315	92,095	77,700	328,275
6-cent.....	48,085	50,585	57,495	50,035	206,800
8-cent.....	35,160	37,565	40,910	42,335	155,970
10-cent.....	85,705	95,145	96,250	92,738	369,838
12-cent.....	84,490	35,355	37,590	39,110	146,545
24-cent.....	31,050	34,845	36,095	32,455	134,445
36-cent.....	13,625	15,485	18,390	17,465	64,965
48-cent.....	11,795	8,695	13,460	11,525	45,475
60-cent.....	12,090	11,050	13,940	13,135	50,215
72-cent.....	6,835	5,160	8,590	8,755	29,340
84-cent.....	5,355	5,165	8,835	6,870	26,225
96-cent.....	13,840	16,295	14,775	14,485	59,495
\$1.92.....	8,620	10,225	9,575	9,075	37,495
\$3.....	6,139	7,794	7,434	8,389	29,756
\$6.....	8,235	4,502	4,747	4,068	16,552
\$9.....	2,103	2,440	3,092	2,842	10,486
\$12.....	2,043	2,258	2,635	3,135	10,071
\$24.....	772	889	975	1,582	4,218
\$36.....	285	342	580	526	1,733
\$48.....	310	253	370	520	1,453
\$60.....	1,035	1,268	1,640	1,615	5,558
Total.....	688,777	759,615	820,923	762,280	3,031,595
Value.....	\$277,404.80	\$318,167.00	\$377,418.00	\$391,394.00	\$1,364,413.80

STAMPED ENVELOPES.

1-cent.....	3,806,250	13,619,750	10,679,000	10,544,250	38,659,250
2-cent.....	10,749,600	46,198,200	36,680,000	31,638,900	125,276,700
4-cent.....	5,750	26,350	48,400	34,250	114,750
5-cent.....	33,500	74,700	91,000	67,500	266,700
10-cent.....	.....	3,000	3,000	17,000	23,000
30-cent.....	.....	.....	.....	1,000	1,000
90-cent.....	.....	.....	.....	1,000	1,000
Newspaper wrappers:					
1-cent.....	6,179,500	13,737,100	11,913,750	11,515,500	43,345,850
2-cent.....	354,500	834,000	812,500	859,000	2,859,000
Total.....	21,219,100	74,473,150	60,297,250	54,577,900	219,507,300
Value.....	\$361,261.70	\$1,335,157.20	\$1,076,760.98	\$960,505.78	\$3,723,685.75

No. 5.—*Postage-stamps, stamped envelopes, newspaper wrappers, etc.*—Continued.

STAMPED ENVELOPES BEARING A REQUEST TO RETURN.

Denominations.	Quarter ending September 30, 1888.	Quarter ending December 31, 1888.	Quarter ending March 31, 1887.	Quarter ending June 30, 1887.	Total.
1-cent	1,378,000	2,041,500	1,804,500	1,696,250	6,920,250
2-cent	33,905,500	45,575,250	42,005,250	41,906,250	163,992,250
4-cent	25,500	27,500	21,000	18,500	102,500
5-cent	22,500	21,500	26,500	18,500	89,000
10-cent					
Total	35,331,500	47,675,750	44,457,250	43,630,500	171,104,000
Value	\$776,034.35	\$1,025,450.65	\$957,384.70	\$910,310.40	\$3,699,190.10

LETTER-SHEET ENVELOPES.

2-cent	2,018,000	2,132,500	650,000	803,500	5,110,000
Total	2,018,000	2,132,500	650,000	809,500	5,110,000
Value	\$40,414.00	\$49,047.50	\$14,950.00	\$7,118.50	\$117,530.00

POSTAGE-DUE STAMPS.

1-cent	817,200	952,800	843,000	823,200	\$3,436,200
2-cent	532,300	907,350	909,250	725,700	3,194,600
3-cent	50,000	5,000	12,700	200	67,900
5-cent	182,100	101,400	135,000	97,580	516,200
10-cent	188,850	273,440	328,210	219,840	1,010,340
30-cent	1,020	5,000	5,150	2,060	13,230
50-cent	1,000	5,020	1,000	1,044	8,064
Total	1,892,530	2,250,070	2,234,310	1,869,624	8,248,534
Value	\$51,517.00	\$64,252.00	\$88,612.00	\$50,755.00	\$285,136.00

POSTAL CARDS.

1-cent	71,935,500	104,271,500	89,409,000	*91,112,000	*356,778,000
2-cent	25,750	45,250	49,000	41,250	161,250
Total	72,011,250	104,316,750	89,458,000	91,153,250	356,939,250
Value	\$720,370.00	\$1,043,620.00	\$893,070.00	\$911,945.00	\$3,571,005.00

* These numbers are not inclusive of 25,000,000 cards shipped June 7, 1887, to the subagency at Chicago, Ill., for subsequent distribution to postmasters.

RECAPITULATION.

Articles issued.	Number.	Amount.
Ordinary postage-stamps	1,748,985,520	\$33,774,156.00
Special-delivery stamps	1,245,940	124,594.00
Newspaper and periodical stamps	3,031,595	1,364,418.80
Ordinary stamped envelopes—plain	164,361,450	3,196,821.40
Stamped envelopes—request	171,104,000	3,699,190.10
Newspaper wrappers	40,205,850	536,864.35
Letter-sheet envelopes	5,110,000	117,530.00
Postage-due stamps	8,248,534	285,136.00
Postal cards	356,939,250	3,571,005.00
Aggregate	2,503,170,139	46,619,680.65

No. 6.—*Issue of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards by denominations, for fiscal year ending June 30, 1887.*

Denominations.	Number of ordinary stamps, including special delivery and postage-due stamps.	Number of stamped envelopes and newspaper wrappers, including letter-sheet envelopes.	Number of postal cards.	Number of newspaper and periodical stamps.	Total.
1-cent	435,722,500	89,005,350	*356,778,000	604,545	882,110,315
2-cent	1,240,356,950	297,134,950	161,250	490,405	1,547,143,555
3-cent	1,332,500			202,295	1,534,795
4-cent	13,438,950	217,250		338,275	13,984,475
5-cent	33,015,949	338,750			33,354,699
6-cent	57,700			206,800	264,500
8-cent				155,970	155,970
10-cent	21,432,800	23,000		369,928	21,825,728
12-cent				146,545	146,545
15-cent	1,630,860				1,630,860
24-cent				134,445	134,445
30-cent	446,280	1,000			447,280
36-cent				64,965	64,965
48-cent				45,475	45,475
50-cent	8,064				8,064
60-cent				50,215	50,215
72-cent				29,340	29,340
84-cent				26,225	26,225
96-cent	35,450	1,000			36,450
96-cent				58,845	58,845
\$1.92				37,495	37,495
\$3				29,756	29,756
\$6				16,552	16,552
\$9				10,486	10,486
\$12				10,071	10,071
\$24				4,218	4,218
\$36				1,733	1,733
\$48				1,453	1,453
\$60				5,558	5,558
Aggregate	1,756,477,994	386,721,300	356,939,250	3,031,595	2,503,170,139
Value	\$34,133,886.00	\$7,550,275.85	\$3,571,005.00	\$1,364,413.80	\$46,619,680.65

*This does not include 25,000,000 cards sent June 7, 1887, to the subagency at Chicago, Ill., for subsequent distribution to postmasters.

No. 7.—*Table showing the increase and decrease in the issue of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards for the fiscal year ending June 30, 1887, as compared with the issue of the preceding year.*

Articles issued.	1886.		1887.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	1,620,784,100	\$31,172,364.00	1,746,965,520	\$33,774,126.00
Special-delivery stamps	3,699,580	369,956.00	1,245,940	134,594.00
Newspaper and periodical stamps	2,755,461	1,097,390.00	3,031,595	1,364,413.80
Ordinary stamped envelopes, plain	155,393,850	3,646,670.97	164,301,450	3,196,821.40
Stamped envelopes, request	152,742,250	3,352,317.05	171,104,000	3,699,100.10
Newspaper wrappers	45,872,000	533,067.00	44,295,850	538,864.25
Letter-sheet envelopes			5,110,000	117,530.00
Postage-due stamps	5,469,650	159,989.00	8,244,534	235,126.00
Postal cards	355,648,000	3,557,970.00	*356,939,250	3,571,005.00
Total of all issues	2,342,364,871	43,289,724.02	2,503,170,139	46,619,680.65

*25,000,000 one-cent cards were accepted during month of May and sent June 7, 1887, to subagency Chicago, Ill., whence they will be issued to postmasters. They are not included in this table.

No. 7.—Table showing increase and decrease in issue of postage-stamps, etc.—Continued.

Articles issued.	Increase.		Per cent. increase.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	126,261,420	\$2,661,792.00	7.79	8.35
Special-delivery stamps	12,463,620	1245,352.00	166.32	166.32
Newspaper and periodical stamps	276,134	267,023.80	10.62	24.33
Ordinary stamped envelopes, plain	8,907,609	150,150.43	5.73	4.93
Stamped envelopes, request	18,361,750	346,843.05	12.62	10.25
Newspaper wrappers	333,850	3,797.55	.73	71
Letter-sheet envelopes	5,116,000	117,530.00		
Postage-due stamps	2,776,884	75,147.00	50.77	46.97
Postal cards	1,291,250	13,635.00	.36	37
Total of all issues	160,805,268	3,529,956.63	6.86	7.69

† Decrease.

No. 8.—Value of postage-stamps issued, by fiscal years, from their introduction, July 1, 1847, to June 30, 1887.

Year.	Ordinary.	Official.	Newspaper and periodical.	Postage-due.	Special-delivery.	Total.
1847						
1848						
1849	\$274,710.00					\$274,710.00
1850						
1851						
1852	1,535,638.51					1,535,638.51
1853	1,608,792.91					1,608,792.91
1854	1,526,300.00					1,526,300.00
1855	2,056,127.00					2,056,127.00
1856	3,611,274.40					3,611,274.40
1857	4,337,135.29					4,337,135.29
1858	4,945,374.35					4,945,374.35
1859	5,279,405.00					5,279,405.00
1860	5,929,939.00					5,929,939.00
1861	5,908,522.60					5,908,522.60
1862	7,078,188.00					7,078,188.00
1863	9,683,394.00					9,683,394.00
1864	10,177,327.00					10,177,327.00
1865	12,999,987.50					12,999,987.50
1866	10,816,661.00					10,816,661.00
1867	11,578,607.00					11,578,607.00
1868	11,751,014.00					11,751,014.00
1869	12,722,568.00					12,722,568.00
1870	13,976,768.00					13,976,768.00
1871	14,630,715.00					14,630,715.00
1872	15,840,649.00					15,840,649.00
1873	16,681,189.00	\$491,974.70				17,173,163.70
1874	17,275,242.00	1,415,845.29				18,691,087.29
1875	18,271,479.00	834,970.25	\$815,902.47			19,922,351.72
1876	18,773,454.00	663,831.50	945,254.75			20,382,540.25
1877	18,181,676.00	614,107.20	1,000,605.10			19,796,388.30
1878	19,468,618.00	618,094.60	1,093,845.30			21,180,557.90
1879	20,117,259.00	624,999.95	1,088,412.16	\$365,957.00		22,196,628.11
1880	22,414,928.00	140,199.08	1,232,903.30	251,836.00		24,048,866.38
1881	24,040,627.00	107,777.32	1,308,674.00	254,393.00		25,801,471.32
1882	28,679,528.00	139,991.75	1,602,069.70	352,170.00		30,773,759.45
1883	30,307,179.00	125,839.20	1,752,564.50	494,915.90		32,580,498.60
1884	29,077,444.00	140,040.00	1,923,217.80	353,611.00		31,494,312.80
1885	28,429,628.00		2,047,268.50	308,492.00		30,785,388.50
1886	31,172,364.00		*1,097,390.00	1159,989.00	\$369,930	32,799,692.00
1887	33,774,150.00		1,364,413.80	235,136.00	124,594	35,498,293.80

* Postage on second-class matter was reduced from 2 cents to 1 cent a pound July 1, 1885.

† The standard of weight was increased from $\frac{1}{2}$ to 1 ounce for 2 cents, on first-class matter, July 1, 1885.

No. 9.—Statement by fiscal years of the issues of stamped envelopes, from the date of their first issue, June 27, 1853, to June 30, 1887, with percentages of issues of special-request envelopes from the date of their first issue, May, 1855.

Year ended—	Plain envel- opes.	Special- request envelopes	Total.	Percentage of request envelopes.
June 30—				
1853	5,000,000		5,000,000	
1854	21,384,100		21,384,100	
1855	23,451,725		23,451,725	
1856	33,764,050		33,764,050	
1857	33,033,400		33,033,400	
1858	30,971,375		30,971,375	
1859	30,280,300		30,280,300	
1860	29,280,025		29,280,025	
1861	26,027,300		26,027,300	
1862	27,234,150		27,234,150	
1863	25,548,750		25,548,750	
1864	28,218,800		28,218,800	
1865	25,456,175	756,000	26,206,175	2.86
1866	30,386,200	8,708,525	39,094,725	22.28
1867	46,421,400	16,063,250	62,484,650	26.42
1868	47,894,600	23,469,750	71,364,350	34.72
1869	49,851,000	31,824,100	81,675,100	38.67
1870	49,951,500	36,338,000	86,289,500	42.12
1871	56,563,625	48,111,650	104,675,275	45.97
1872	67,100,750	46,825,000	113,925,750	41.10
1873	78,971,350	32,201,250	111,172,600	39.80
1874	81,478,250	51,940,250	133,418,500	38.98
1875	95,135,400	54,631,000	149,766,400	36.48
1876	100,965,750	61,554,500	162,520,250	39.00
1877	106,276,950	64,374,500	170,651,450	37.72
1878	115,715,100	67,845,250	183,560,350	36.96
1879	110,503,700	67,058,250	177,561,950	37.77
1880	130,301,500	70,835,700	201,137,200	37.69
1881	142,043,050	85,034,000	227,077,050	37.44
1882	155,861,200	100,704,250	256,565,450	39.25
1883	158,688,200	100,578,250	259,266,450	39.79
1884	192,716,500	129,515,500	322,232,000	40.19
1885	185,954,650	136,796,750	322,751,400	42.38
1886	201,265,850	152,742,250	354,008,100	43.14
1887	216,507,300	171,104,000	387,611,300	44.84

No. 10.—Statement by fiscal years of the number of postal cards supplied postmasters from the date of their first issue, May 1, 1873, to June 30, 1887.

Year.	1-cent.	2-cent.	Total.	Year.	1-cent.	2-cent.	Total.
June 30—				June 30—			
1873	*31,094,000		31,094,000	1881	308,412,500	124,000	308,536,500
1874	91,079,000		91,079,000	1882	351,394,500	103,500	351,498,000
1875	107,616,000		107,616,000	1883	379,424,500	92,250	379,516,750
1876	150,815,000		150,815,000	1884	362,789,500	87,250	362,876,750
1877	170,015,500		170,015,500	1885	339,334,500	80,000	339,414,500
1878	200,630,000		200,630,000	1886	355,499,000	149,000	355,648,000
1879	221,797,000		221,797,000	1887	356,778,000	161,250	356,939,250
1880	269,764,000	2,796,500	272,560,500				

* Two months only.

No. 11.—Comparative statement of second-class matter mailed at post-offices of the first class during the past two fiscal years.

Post-offices.	Year ending June 30, 1886.		Year ending June 30, 1887.		Increase for 1887.		Increase.	Per cent. of total amount collected in United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.		
	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>		<i>Pr. ct.</i>	
New York, N. Y.	26,334,916	\$263,349.16	20,859,604	\$303,595.04	4,024,568	\$40,245.88	15.28	24.05
Chicago, Ill.	10,778,659	107,736.59	12,260,803	122,808.63	1,507,204	15,072.04	13.99	9.73
Boston, Mass.	6,825,366	68,253.66	7,680,340	76,893.40	863,974	8,039.74	12.66	6.70
Philadelphia, Pa.	5,788,809	57,868.09	7,268,054	72,689.54	1,482,145	14,821.45	25.61	5.09
Saint Louis, Mo.	5,014,144	50,141.44	5,227,331	52,273.31	213,187	2,131.87	4.25	4.14
Cincinnati, Ohio.	3,378,941	33,789.41	3,565,859	35,658.59	186,918	1,869.18	5.53	2.82
San Francisco, Cal.	1,911,001	19,110.01	2,198,491	21,988.91	287,490	2,874.90	15.06	1.74
Detroit, Mich.	1,681,839	16,818.39	1,894,161	18,941.61	212,322	2,323.22	13.98	1.50
Milwaukee, Wis.	1,608,774	16,087.74	1,864,355	18,643.55	165,581	1,655.81	9.75	1.48
Saint Paul, Minn.	1,460,960	14,609.60	1,765,921	17,659.21	304,961	3,049.01	20.87	1.40
Washington, D. C.	1,460,374	14,603.74	1,444,802	14,448.02	*15,572	155.72	1.07	1.14
Kansas City, Mo.	1,210,092	12,100.92	1,376,783	13,767.83	166,691	1,668.91	13.78	1.09
Louisville, Ky.	1,498,300	14,983.00	1,341,727	13,417.27	*146,573	1,465.73	9.85	1.06
Cleveland, Ohio.	1,239,208	12,392.08	1,337,327	13,373.27	98,119	981.19	7.92	1.06
Augusta, Mo.	1,008,067	10,080.67	1,327,868	13,278.68	319,801	3,198.01	31.72	1.05
Rochester, N. Y.	954,956	9,549.56	1,317,087	13,170.87	362,131	3,621.31	37.92	1.04
Pittsburgh, Pa.	1,059,269	10,592.69	1,241,467	12,414.67	182,198	1,821.98	17.20	.98
Atlanta, Ga.	870,593	8,705.93	1,201,802	12,018.92	331,209	3,312.09	38.05	.96
Minneapolis, Minn.	879,440	8,794.40	1,181,363	11,813.63	301,923	3,019.23	34.33	.94
Omaha, Neb.	817,677	8,176.77	1,160,768	11,697.68	342,081	3,520.81	43.06	.93
Baltimore, Md.	1,009,162	10,091.62	1,118,221	11,182.21	109,059	1,059.59	10.81	.89
Elgin, Ill.	1,007,936	10,079.36	1,078,049	10,780.49	70,113	701.13	6.96	.85
Toledo, Ohio.	1,157,151	11,571.51	1,074,764	10,747.64	*82,387	823.87	7.12	.85
New Orleans, La.	790,082	7,900.82	946,475	9,464.75	156,393	1,563.93	19.79	.75
Nashville, Tenn.	824,282	8,242.82	940,150	9,401.50	115,868	1,158.68	14.06	.74
Springfield, Mass.	492,891	4,928.91	810,176	8,101.76	317,285	3,172.85	72.28	.67
Denver, Colo.	584,549	5,845.49	738,902	7,389.02	154,353	1,543.53	26.41	.59
Springfield, Ohio.	621,355	6,213.55	681,319	6,813.19	59,964	599.64	9.65	.54
Indianapolis, Ind.	637,784	6,377.84	675,626	6,755.26	37,842	377.42	5.92	.54
Des Moines, Iowa.	508,316	5,083.16	658,412	6,584.12	150,096	1,500.96	29.53	.52
Albany, N. Y.	401,211	4,012.11	586,465	5,864.65	185,254	1,852.54	46.19	.46
Buffalo, N. Y.	445,550	4,455.50	493,272	4,932.72	37,722	377.22	8.47	.38
Richmond, Va.	444,365	4,443.65	490,680	4,906.80	46,315	463.15	10.43	.37
Utica, N. Y.	299,296	2,992.96	450,319	4,503.19	151,023	1,510.23	50.47	.36
Columbus, Ohio.	403,670	4,036.70	437,140	4,371.40	33,470	334.70	8.29	.35
Dayton, Ohio.	317,907	3,179.07	378,259	3,782.59	60,352	603.52	18.94	.30
Elmira, N. Y.	225,050	2,250.50	273,527	2,735.27	48,477	484.77	21.54	.22
Portland, Oregon.	233,882	2,338.82	270,899	2,708.99	37,017	370.17	15.83	.21
Portland, Mo.	216,325	2,163.25	269,380	2,693.80	53,055	530.55	24.53	.21
Dallas, Tex.	210,983	2,109.83	268,967	2,689.67	57,984	579.84	27.48	.21
Galveston, Tex.	364,668	3,646.68	259,792	2,597.92	*44,874	448.74	14.73	.21
Syracuse, N. Y.	216,712	2,167.12	250,730	2,507.30	34,018	340.18	15.70	.20
Topoka, Kans.	190,708	1,907.08	235,307	2,353.07	44,599	445.99	23.39	.19
Providence, R. I.	198,288	1,982.88	226,150	2,261.50	27,862	278.62	14.05	.18
Brooklyn, N. Y.	175,150	1,751.50	217,066	2,170.66	41,916	419.16	23.93	.17
Memphis, Tenn.	157,076	1,570.76	204,681	2,046.81	47,605	476.05	30.31	.16
Saint Joseph, Mo.	197,228	1,972.28	200,143	2,001.43	32,915	329.15	16.68	.16
Grand Rapids, Mich.	140,222	1,402.22	199,583	1,995.83	53,364	533.64	36.50	.16
Hartford, Conn.	243,519	2,435.19	199,470	1,994.70	*44,049	440.49	18.09	.16
Harrisburg, Pa.	175,773	1,757.73	189,277	1,892.37	63,404	634.04	36.46	.15
Charleston, S. C.	183,490	1,834.90	181,946	1,839.46	406	4.06	0.25	.15
Dubuque, Iowa.	162,618	1,626.18	170,701	1,707.01	8,083	80.83	4.97	.14
Jacksonville, Fla.	112,132	1,121.32	160,498	1,604.98	57,366	573.66	51.16	.13
Savannah, Ga.	130,930	1,309.30	168,919	1,689.19	37,989	379.89	29.01	.13
Troy, N. Y.	134,290	1,342.90	159,043	1,590.43	24,753	247.53	18.43	.13
Lincoln, Neb.	85,810	858.10	141,256	1,412.56	55,446	554.46	64.61	.11
Peoria, Ill.	123,464	1,234.64	139,666	1,395.66	16,102	161.02	13.04	.11
Sacramento, Cal.	119,220	1,192.20	123,391	1,233.91	4,171	41.71	3.50	.10
Burlington, Iowa.	86,312	863.12	118,669	1,186.69	32,357	323.57	37.49	.09
Oakland, Cal.	114,165	1,141.65	117,306	1,173.06	3,141	31.41	2.75	.09
Quincy, Ill.	80,520	805.20	102,581	1,025.81	22,061	220.61	27.40	.08
Los Angeles, Cal.	55,498	554.98	94,330	943.30	38,832	388.32	69.97	.07
New Haven, Conn.	75,790	757.90	83,340	833.40	7,550	75.50	9.96	.07
Reading, Pa.	77,828	778.28	81,901	819.01	4,073	40.73	5.23	.07
Newark, N. J.	69,977	699.77	77,755	777.55	7,778	77.78	11.12	.06
Bridgeport, Conn.	38,130	381.30	64,958	649.58	26,828	268.28	70.38	.05
Lynde, Mass.	34,722	347.22	60,535	605.55	25,813	258.13	74.40	.05
Wilmington, Del.	51,896	518.96	56,575	565.75	4,679	46.79	9.02	.05
Trenton, N. J.	48,023	480.23	55,639	556.39	7,616	76.16	15.80	.04
Worcester, Mass.	42,211	422.11	53,131	531.31	10,920	109.20	25.87	.04
Lowell, Mass.	34,424	344.24	47,167	471.67	12,743	127.43	37.02	.04
Binghamton, N. Y.	41,322	413.22	46,823	468.23	5,501	55.01	13.31	.04
Norfolk, Va.	34,137	341.37	36,711	367.11	2,574	25.74	7.54	.03
New Bedford, Mass.	31,542	315.42	34,346	343.46	2,804	28.04	8.89	.03
Jersey City, N. J.	23,424	234.24	27,780	277.80	4,356	43.56	18.60	.02
Allegheny, Pa.	17,126	171.26	13,346	133.46	*3,780	37.80	22.07	.01
Total	90,690,556	906,905.55	104,312,550	1,043,125.50	13,621,995	136,210.95	15.02	82.63

* Decrease.

No. 12.—Number of registered letters and parcels transmitted through the mails from

States and Territories.	Quarter ending September 30, 1898.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama.....	24,987	1,228	174	6	5,516
Arkansas.....	27,332	490	161	13	5,917
California.....	43,057	9,384	6,881	740	8,823
Colorado.....	26,464	3,954	1,343	87	3,802
Connecticut.....	27,180	8,637	2,305	55	43,722
Delaware.....	3,552	62	111	2	590
Florida.....	25,877	1,623	496	59	4,868
Georgia.....	32,092	1,787	199	6	7,477
Illinois.....	108,145	16,686	9,131	284	29,058
Indiana.....	58,806	1,672	579	28	14,883
Iowa.....	49,750	2,157	1,514	48	22,314
Kansas.....	66,535	2,772	984	39	17,643
Kentucky.....	41,721	5,415	385	11	6,242
Louisiana.....	36,125	3,913	1,040	69	4,841
Maine.....	35,069	1,507	2,250	88	4,651
Maryland.....	27,198	1,597	1,015	83	3,124
Massachusetts.....	64,346	9,848	13,134	124	7,454
Michigan.....	60,632	3,778	5,430	150	10,403
Minnesota.....	36,006	2,003	3,148	118	8,675
Mississippi.....	23,539	1,671	138	28	6,506
Missouri.....	79,884	9,659	2,056	177	16,213
Nebraska.....	35,235	1,697	1,403	54	8,969
Nevada.....	4,856	411	264	19	860
New Hampshire.....	16,839	65	1,506	10	3,123
New Jersey.....	39,479	1,543	3,929	71	4,180
New York.....	210,819	61,090	40,559	4,063	69,109
North Carolina.....	34,587	1,483	89	18	6,990
Ohio.....	84,100	6,778	3,608	133	23,023
Oregon.....	15,202	1,373	990	49	3,076
Pennsylvania.....	143,453	13,146	6,074	402	20,059
Rhode Island.....	10,463	1,029	1,382	96	1,277
South Carolina.....	18,862	691	262	1	3,959
Tennessee.....	34,875	1,429	274	16	6,212
Texas.....	51,558	3,425	2,199	355	15,517
Vermont.....	13,513	940	616	46	2,702
Virginia.....	57,830	3,654	779	49	8,421
West Virginia.....	23,832	472	127	1	3,425
Wisconsin.....	47,064	1,954	1,585	102	12,969
Alaska.....	250	74	3	4	14
Arizona.....	7,970	829	429	134	867
Dakota.....	32,434	1,263	1,364	46	5,660
District of Columbia.....	8,651	1,110	391	34	42,167
Idaho.....	11,084	807	229	12	754
Indian Territory.....	6,731	327	61	8	460
Montana.....	15,018	1,362	925	18	1,345
New Mexico.....	8,506	933	210	32	1,348
Utah.....	10,965	905	450	60	1,270
Washington.....	12,516	639	443	14	2,152
Wyoming.....	6,830	971	164	18	525
Total.....	1,861,180	201,978	123,132	8,168	486,215

each State and Territory in the United States for the fiscal year ending June 30, 1887.

Quarter ending December 31, 1886.					Quarter ending March 31, 1887.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
35,298	1,976	212	22	6,021	43,726	2,051	220	16	6,314
40,680	1,620	225	6	6,939	45,090	1,286	232	7	6,937
53,266	24,114	9,255	907	9,046	50,751	14,048	7,379	540	9,198
30,958	8,615	1,807	214	4,295	32,706	3,819	1,805	114	4,192
31,919	10,894	2,935	123	75,751	34,195	10,999	2,781	60	64,918
3,912	166	178	7	637	4,254	86	139	1	640
29,419	2,626	775	68	5,402	34,671	2,337	968	73	5,472
42,551	3,326	344	11	8,024	48,259	3,517	329	14	8,370
131,742	28,396	11,649	724	30,772	138,013	20,427	11,684	487	31,774
69,871	3,514	80	72	15,987	79,054	2,012	861	48	16,369
64,638	5,550	1,980	128	24,396	62,240	3,247	1,969	101	25,290
74,609	6,529	1,225	130	19,608	81,883	8,920	1,252	84	20,517
45,932	7,547	514	56	6,621	54,735	6,698	401	25	7,052
43,361	4,831	1,631	185	5,304	46,705	4,062	1,737	103	5,866
40,657	3,093	2,464	115	4,955	39,974	1,593	2,152	66	5,400
31,850	2,383	1,409	69	3,603	34,500	1,800	1,357	144	3,600
73,172	17,529	15,623	293	8,271	75,872	11,283	13,218	203	8,415
71,818	6,107	7,019	210	17,382	74,710	4,093	7,157	160	18,212
53,028	4,813	4,423	188	9,982	48,621	2,957	4,930	170	10,148
31,847	2,782	185	67	7,217	37,123	2,110	130	8	7,288
97,686	16,079	2,664	336	17,736	107,358	11,726	2,558	223	18,052
43,500	3,770	1,725	101	9,807	47,902	2,232	1,732	94	9,727
5,978	931	401	33	937	5,112	434	363	32	690
19,780	902	1,679	14	3,442	19,139	573	1,661	4	3,658
37,665	2,502	4,937	174	4,204	37,800	1,594	4,240	92	4,414
234,061	101,554	46,785	6,331	74,007	227,704	75,101	43,703	3,840	81,514
42,222	2,204	140	23	7,480	45,044	1,482	132	9	8,521
116,008	9,974	4,422	643	20,517	120,427	5,593	4,897	293	24,297
22,637	2,918	1,216	252	8,354	23,314	1,672	1,110	141	5,289
167,257	19,086	13,818	606	21,410	189,087	5,180	8,281	556	24,112
10,489	1,095	1,681	160	1,312	10,223	1,683	1,436	61	1,659
28,817	1,332	328	2	4,282	28,934	1,654	226	13	4,338
44,216	2,020	817	50	7,041	42,750	1,808	357	10	7,334
69,233	9,920	2,490	340	17,651	74,189	5,103	2,893	290	17,520
16,349	1,181	1,066	10	2,799	15,078	1,074	1,020	31	4,113
65,525	5,271	996	34	8,919	68,791	4,070	1,026	64	9,755
20,353	662	120	19	3,274	31,496	491	60	6	4,521
60,518	3,167	2,172	229	14,292	60,814	3,363	2,383	168	14,444
2,251	105	10	2	3	252	56	14	2	5
9,649	1,235	496	98	937	9,659	947	505	114	909
43,249	2,087	2,101	68	6,678	35,814	1,705	1,871	58	6,342
10,317	2,537	581	70	42,389	10,258	1,400	517	87	51,878
13,815	1,164	235	17	1,005	12,402	782	243	20	1,050
8,010	514	112	.....	537	8,914	365	84	1	566
19,062	2,815	990	32	1,497	17,025	1,776	890	38	1,511
10,227	1,775	299	26	1,340	10,123	1,108	270	29	1,587
12,812	1,111	1,125	117	1,357	12,938	1,314	458	34	1,404
18,243	1,792	1,358	63	1,791	18,592	1,000	1,400	29	1,999
8,826	1,579	289	28	598	7,633	904	231	40	619
2,265,928	348,892	159,761	13,473	550,929	2,368,803	237,835	144,688	8,803	577,530

No. 12.—Number of registered letters and parcels transmitted through the mails

States and Territories.	Quarter ending June 30, 1887.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama.....	40,184	2,063	364	30	6,640	144,195	7,328
Arkansas.....	39,405	1,215	181	7	7,233	153,407	5,111
California.....	52,898	13,256	7,720	513	9,112	199,972	60,802
Colorado.....	33,852	4,323	1,755	135	4,337	124,640	26,711
Connecticut.....	31,755	10,103	2,781	116	58,818	125,029	40,653
Delaware.....	4,370	121	160	2	608	16,688	425
Florida.....	31,256	1,949	737	54	6,085	121,003	8,525
Georgia.....	42,390	2,645	26	3	8,268	165,292	11,275
Illinois.....	119,681	21,799	9,882	382	32,214	497,580	87,208
Indiana.....	68,004	2,033	669	21	16,836	275,735	9,231
Iowa.....	53,172	2,710	1,592	63	24,623	228,800	13,664
Kansas.....	77,498	3,803	1,196	63	21,012	299,535	17,024
Kentucky.....	54,230	6,432	483	32	7,273	196,618	26,092
Louisiana.....	46,934	4,383	1,642	74	5,475	173,145	17,189
Maine.....	41,350	1,401	2,244	23	5,279	157,050	7,712
Maryland.....	21,771	1,806	1,123	50	2,463	125,319	7,496
Massachusetts.....	71,870	11,406	13,806	288	8,854	295,260	50,066
Michigan.....	71,539	3,469	6,730	81	19,106	278,069	17,472
Minnesota.....	44,366	2,209	4,235	148	9,076	181,051	12,072
Mississippi.....	32,349	2,335	123	9	7,370	124,858	8,598
Missouri.....	94,525	12,172	2,179	212	19,060	379,563	49,636
Nebraska.....	45,255	1,999	1,519	80	10,621	171,958	9,698
Nevada.....	5,346	377	337	8	1,159	21,292	2,153
New Hampshire.....	17,925	509	1,616	8	3,596	72,483	2,649
New Jersey.....	28,077	1,645	4,371	81	4,546	153,021	7,194
New York.....	224,447	86,118	43,350	3,296	75,896	896,821	323,863
North Carolina.....	42,892	1,580	156	19	9,266	164,685	6,749
Ohio.....	102,056	7,220	6,579	170	24,941	422,621	29,565
Oregon.....	21,993	1,954	1,260	103	3,684	83,296	7,917
Pennsylvania.....	173,393	16,269	12,088	617	23,499	673,190	54,280
Rhode Island.....	10,153	1,759	1,631	25	1,222	41,318	6,166
South Carolina.....	24,249	1,631	156	16	4,574	100,862	4,218
Tennessee.....	48,804	1,947	278	20	7,657	179,664	7,264
Texas.....	57,923	4,226	1,564	190	16,948	253,903	22,674
Vermont.....	14,058	1,147	942	23	2,994	58,098	4,342
Virginia.....	56,721	3,145	245	37	6,882	248,867	16,140
West Virginia.....	33,620	445	127	7	3,869	117,721	2,070
Wisconsin.....	59,930	2,301	2,830	142	14,714	225,326	10,775
Alaska.....	226	64	26	.....	5	985	299
Arizona.....	8,544	937	482	88	903	35,828	3,948
Dakota.....	34,371	1,288	1,516	27	6,427	145,868	6,949
District of Columbia.....	9,495	1,399	539	70	49,498	38,721	6,443
Idaho.....	12,069	842	153	15	1,089	50,100	3,595
Indian Territory.....	8,166	496	77	1	536	31,821	1,612
Montana.....	19,259	1,798	905	91	1,527	70,955	7,751
New Mexico.....	19,004	1,258	235	21	1,808	38,859	5,074
Utah.....	12,409	1,311	442	92	1,360	49,144	4,641
Washington.....	19,167	1,097	596	28	2,186	68,518	4,548
Wyoming.....	8,130	695	268	18	581	31,410	4,349
Total.....	2,197,752	256,771	143,992	7,702	562,979	8,691,663	1,045,476

from each State and Territory in the United States, etc.—Continued.

Total.		Free.	Grand total of letters and parcels registered for forwarding June 30, 1897.	Fees received.	Increase.			
Foreign.					Letters and parcels.	Fees.	Per cent.	
Letters.	Parcels.						Letters and parcels.	Fees.
970	74	24,491	177,058	\$15,256.70	28,638	\$2,592.40	18.29	20.47
799	33	27,056	186,406	15,935.00	26,666	2,321.30	16.69	17.05
31,235	2,700	36,179	330,888	29,470.90	22,469	2,221.80	7.28	8.15
6,710	550	16,626	168,637	15,201.10	12,927	1,149.20	8.30	8.17
10,802	354	243,209	420,047	17,683.80	22,105	1,442.80	5.55	8.89
594	12	2,625	19,654	1,712.90	1,499	125.40	8.25	7.89
2,966	254	21,827	154,585	13,275.80	5,112	*106.40	3.42	*.79
898	34	32,179	209,678	17,749.90	23,328	2,294.50	12.51	14.84
42,346	1,877	123,798	752,909	62,901.10	44,750	3,359.80	6.32	5.64
2,939	169	64,065	352,139	28,807.40	21,404	1,410.40	6.47	5.14
7,055	338	96,623	846,480	24,985.70	*23,439	*3,811.80	*6.33	*11.70
4,657	316	78,960	400,502	32,152.20	41,789	2,549.30	11.64	8.61
1,843	124	27,188	251,685	22,467.70	26,183	2,215.00	11.60	10.93
6,050	424	21,446	218,254	19,680.80	29,643	2,627.30	15.71	15.40
9,110	202	20,385	194,529	17,414.40	21,857	1,995.40	12.65	12.94
4,904	352	13,720	151,791	13,807.10	11,705	970.50	8.35	7.55
55,779	908	33,004	425,017	39,201.30	44,428	3,873.10	11.67	10.96
26,336	601	71,103	393,614	32,251.10	29,929	1,954.90	8.22	6.45
16,739	625	38,481	249,868	21,138.70	9,472	552.20	3.94	2.68
575	112	28,381	162,824	13,444.30	13,806	1,141.90	9.26	9.28
9,455	948	71,070	510,672	43,960.20	25,395	1,565.50	5.23	3.69
6,379	329	38,524	226,898	18,836.40	26,815	2,024.90	13.40	12.04
1,205	92	4,006	28,808	2,480.20	*1,149	*110.90	*3.83	*4.70
6,462	38	13,819	95,449	8,163.00	9,355	706.50	10.86	9.47
17,477	418	17,344	195,454	17,811.00	19,109	1,814.10	10.83	11.34
174,397	17,600	297,526	1,710,287	141,274.10	112,278	11,221.50	7.02	8.62
10,617	60	82,357	204,868	17,201.10	7,728	271.70	3.93	1.60
19,036	1,238	92,778	565,238	47,246.00	4,211	*242.30	.75	*.51
4,570	545	15,393	111,637	9,624.40	14,638	1,324.30	15.11	15.95
40,291	2,241	89,060	859,082	77,000.20	75,269	6,165.40	9.60	8.70
6,133	344	4,910	58,871	5,396.10	3,429	259.10	6.18	5.04
972	32	17,153	123,237	10,608.40	3,225	60.30	2.68	.56
1,756	96	28,244	207,964	17,972.00	13,358	1,121.20	6.86	6.65
9,146	1,175	67,636	354,534	28,689.80	*9,703	*1,557.80	*2.06	*5.15
3,834	113	12,608	79,895	6,728.70	*270	*167.20	.33	*2.42
3,046	184	33,977	302,214	26,823.70	55,272	4,531.90	22.38	20.32
434	41	15,039	135,305	12,026.60	20,008	1,769.00	17.35	17.24
8,970	641	58,319	302,031	24,571.20	*10,193	*1,481.70	*3.26	*5.68
63	8	27	1,372	134.50	331	32.10	81.79	31.34
1,912	434	3,646	45,708	4,212.20	*1,579	*188.70	*3.31	*4.28
6,832	190	25,107	184,975	15,966.80	*5,144	*810.50	*2.70	*4.99
2,019	261	185,932	233,376	4,744.40	46,441	223.30	24.84	4.93
849	64	3,998	58,637	5,463.90	7,229	662.00	14.06	13.78
354	10	2,059	35,856	3,379.70	5,226	529.50	17.06	18.57
3,710	179	5,880	88,475	8,259.50	12,672	1,177.50	16.71	16.62
1,020	105	6,083	51,141	4,505.80	1,421	54.00	2.85	1.21
2,481	303	5,391	61,960	5,650.90	6,669	644.60	12.06	12.86
3,797	134	8,128	85,125	7,699.70	16,636	1,470.60	24.29	23.60
952	104	2,353	39,177	3,682.40	3,217	311.20	8.94	9.23
571,483	38,146	2,177,653	12,524,421	1,034,676.80	878,194	64,724.10	7.52	6.67

* Decrease.

RECAPITULATION.

Total domestic letters.....	8,691,663 }	
Total domestic parcels.....	1,045,478 }	9,737,139
Total foreign letters.....	571,483 }	600,629
Total foreign parcels.....	38,146 }	2,177,653
Free.....		
Grand total.....		12,524,421
Fees received.....		\$1,034,676.80

No. 13.—Table showing increase in the number of registered letters and parcels upon which fees were collected at the thirty leading cities in the country during the fiscal year ending June 30, 1887, over the number for the preceding year.

Cities.	Year ending June 30, 1886.				Year ending June 30, 1887.				Increase.						
	Letters.	Parcels.	Total.	Fees.	Letters.	Parcels.	Total.	Fees.	Letters.	Parcels.	Total.	Fees.	Per cent.		
														Letters.	Parcels.	Total and fees.
New York, N. Y.	423,289	276,775	700,064	\$70,006.40	450,139	288,836	738,975	\$77,697.50	66,850	10,061	76,911	\$7,691.10	15.79	3.63	10.98
Chicago, Ill.	149,763	61,132	210,895	21,410.50	175,810	69,753	245,563	21,556.60	26,017	5,324	31,341	3,137.10	17.59	8.98	14.64
Philadelphia, Pa.	112,305	86,645	198,950	15,194.40	148,830	41,012	189,842	18,720.70	34,135	3,323	37,458	8,520.00	30.37	3.70	23.43
Boston, Mass.	102,248	81,642	183,890	13,709.60	118,833	31,962	150,795	14,720.70	12,537	0,214	12,751	9,921.40	11.78	10.59	0.07
San Francisco, Cal.	63,979	86,781	150,760	8,237.80	67,518	84,168	151,686	9,838.60	4,239	5,723	10,462	148.60	6.68	15.56	1.48
Saint Louis, Mo.	48,607	82,871	131,478	7,157.10	55,378	84,738	140,116	8,934.60	5,871	2,297	8,168	718.80	11.83	3.84	8.79
New Orleans, La.	57,272	13,839	71,111	6,092.80	63,482	15,181	78,663	7,725.00	8,250	2,571	10,821	872.20	14.47	12.69	7.93
Baltimore, Md.	47,457	13,471	60,928	4,465.50	43,440	5,774	49,214	4,021.40	4,005	1,710	5,715	455.00	11.54	1.12	10.20
Washington, D. C.	38,945	6,908	45,853	4,461.50	41,618	6,801	48,419	4,611.80	2,025	64	2,089	183.40	5.43	3.14	4.11
Cincinnati, Ohio.	34,710	8,308	43,018	3,765.00	39,761	9,066	48,827	3,622.20	2,875	2,011	4,886	299.60	6.09	7.68	6.94
Cleveland, Ky.	25,792	22,388	48,180	2,872.00	15,818	20,376	36,194	3,227.70	1,181	2,884	4,065	385.10	19.45	14.89	22.22
Kansas City, Mo.	14,664	6,934	21,598	2,444.20	17,277	6,060	23,337	3,040.80	4,435	1,838	6,273	598.50	43.15	28.83	24.40
St. Paul, Minn.	17,826	6,807	24,633	2,402.90	25,777	4,631	30,408	3,015.70	2,617	1,489	4,106	212.80	11.42	10.12	7.59
Philadelphia, Pa.	22,807	5,132	27,939	2,633.00	25,514	4,843	30,357	2,923.00	2,550	2,350	4,900	216.00	11.35	11.07	11.07
Washington, Conn.	5,131	23,196	28,327	4,998.80	3,681	25,544	29,225	2,713.40	2,008	1,158	3,166	275.00	12.12	7.62	11.82
Detroit, Mich.	10,080	7,278	17,358	2,870.10	13,994	7,436	21,430	2,643.30	2,498	1,719	4,217	269.80	14.73	11.94	13.98
Baltimore, N. Y.	50,516	3,185	53,701	3,329	23,701	3,150	26,851	2,574.50	2,832	1,919	4,751	87.20	1.82	8.69	7.38
Albany, N. Y.	19,249	6,497	25,746	2,417.10	18,096	6,737	24,833	2,444.80	1,179	502	1,681	168.10	6.12	14.20	7.51
Detroit, Mich.	19,232	3,534	22,766	2,241.10	20,702	4,047	24,749	2,364.80	1,652	1,616	3,268	123.70	8.07	12.87	7.36
Saint Paul, Minn.	19,049	3,362	22,411	2,171.00	19,287	4,031	23,318	2,181.50	3,000	2,258	5,258	387.40	20.36	29.16	14.41
Providence, R. I.	16,007	5,702	21,709	1,549.30	19,888	4,913	24,801	1,934.70	2,745	2,228	4,973	251.70	17.68	14.54	14.54
Des Moines, Iowa.	12,818	1,676	14,494	1,373.80	18,263	2,669	20,932	1,870.00	6,745	1,160	7,905	561.50	62.53	41.04	40.85
Newark, N. J.	10,518	1,799	12,317	1,025.50	15,345	2,963	18,308	1,870.00	1,118	1,071	2,189	45.00	2.87	28.63	24.24
Omaha, Neb.	10,853	4,029	14,882	1,092.80	13,405	2,963	16,368	1,748.60	1,337	1,221	2,558	85.80	2.57	5.72	3.29
New Haven, Conn.	14,220	3,860	18,080	1,287.70	15,110	4,391	19,501	1,060.90	3,945	267	4,212	422.20	35.33	18.68	33.38
Rochester, N. Y.	13,068	1,512	14,580	1,237.40	12,310	3,565	15,875	1,590.60	2,018	613	2,631	363.10	31.00	20.65	28.53
Memphis, Tenn.	9,392	2,682	12,074	1,237.40	12,310	3,565	15,875	1,590.60	2,018	613	2,631	363.10	31.00	20.65	28.53
Portland, Oregon.	1,429,609	645,676	2,075,285	207,518.50	1,644,663	650,292	2,294,955	229,697.60	217,074	4,716	221,790	22,179.00	15.18	.73	10.66

* Decrease.

No. 14.—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 ending June 30, 1887.

Description.	New York.	Chicago.	Washington.	Saint Louis.	Boston.	Philadelphia.
Letters registered	503, 108	187, 784	268, 041	59, 817	120, 314	150, 241
Third and fourth class parcels registered	286, 886	69, 756	6, 691	84, 168	28, 322	41, 013
Registered letters received for delivery	*1, 168, 379	529, 487	585, 447	272, 248	294, 382	324, 706
Registered third and fourth class parcels received for delivery		33, 831	17, 988	10, 128	7, 088	16, 191
Registered letters and parcels received for distribution	1, 141, 878	43, 549	2, 643	735	118, 808	4, 254
Registered packages received containing matter for delivery	1, 096, 742	490, 112	530, 499	245, 629	253, 850	247, 011
Registered packages made up and mailed	880, 604	208, 977	164, 650	80, 847	113, 504	114, 466
Registered packages in transit received	760, 496	981, 978	200, 499	843, 875	372, 601	192, 441
Through registered pouches and inner registered sacks received	35, 828	35, 195	20, 178	31, 408	29, 210	17, 260
Through registered pouches and inner registered sacks made up and dispatched	40, 685	33, 374	19, 622	31, 956	29, 210	16, 825
Through registered pouches and inner registered sacks in transit received	12, 085	5, 455	485	631	652	451
Internal revenue through registered pouches dispatched			9, 511			
Internal revenue through registered pouches returned			9, 511			
Postal-note packages made up and mailed	10, 140					
Postage-stamp packages made up and mailed	183, 289					
Total number of articles handled	6, 128, 770	2, 618, 998	1, 834, 063	1, 611, 442	1, 367, 936	1, 124, 859

*Includes third and fourth class parcels.

No. 15.—Statement showing the number and value of registered letters and parcels forwarded during the fiscal year ending June 30, 1887, for the Post-Office and Treasury Departments.

Description.	Packages.	Value.
Postage-stamps from the New York agency	183, 289	\$35, 498, 299. 80
Letter-sheet envelopes from the New York agency	672	117, 530. 00
Stamped envelopes and newspaper wrappers from the Hartford agency	224, 067	7, 432, 815. 85
Postal cards from the Castleton agency	82, 417	3, 571, 005. 00
Registered packages containing paid money-orders and postal notes	376, 412	133, 040, 050. 11
Surplus money-order funds remitted for deposit by registered mail		*80, 400, 000. 00
Money-order funds remitted by draft in the registered mail		*23, 000, 000. 00
Total for the Post-Office Department	866, 857	283, 059, 730. 76
Secretary of the Treasury received and sent	6, 610	\$61, 898, 178. 18
Register of the Treasury received and sent	8, 934	185, 434, 762. 00
United States Treasurer received bonds and coupons, silver certificates, currency, including legal-tender national-bank notes, fractional currency, and coins	4, 305	2, 331, 455. 82
United States Treasurer sent	19, 730	7, 738, 427. 57
Comptroller of the Currency sent United States bonds, incomplete currency, and national-bank notes	1, 436	31, 352, 642. 00
Comptroller of the Currency received	457	26, 678, 115. 00
Internal-revenue stamps sent	37, 232	134, 418, 582. 80
Internal-revenue stamps received	5, 312	13, 117, 728. 78
Sixth Auditor received and sent	19, 222	12, 688. 86
Sent by internal-revenue collectors (distribution of internal-revenue stamps)	115, 656	†22, 680, 619. 24
Sent and received by assistant treasurers of the United States	‡22, 933	‡47, 944, 911. 20
Total for the Treasury Department	141, 827	533, 598, 561. 51
Aggregate	1, 008, 684	\$816, 658, 292. 27

* Estimated.

† Reports from 43 out of 63 collection districts.

‡ Reports from 5 out of 9 sub-treasuries of the United States.

No. 16.—Statement showing the operations of the special delivery system at all the free-delivery post offices during the fiscal year ending June 30, 1887.

Post-office.	Quarter ending September 30, 1886.			Quarter ending December 31, 1886.			Quarter ending March 31, 1887.			Quarter ending June 30, 1887.			Total—12 months ending June 30, 1887.		
	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.
Akron, Ohio.....	201	36	237	250	49	299	232	58	310	246	70	316	949	213	1,162
Albany, N. Y.....	1,478	262	1,660	1,745	245	1,965	1,501	203	1,704	1,670	221	1,894	6,384	664	7,258
Allegheny, Pa.....	1,323	762	2,085	1,303	972	2,275	1,321	951	2,272	1,462	975	2,467	5,439	3,660	9,099
Alton, Pa.....	183	4	190	112	3	115	94	1	95	133	8	141	425	16	441
Altoona, Pa.....	106	20	125	137	38	175	137	33	160	125	42	167	324	153	477
Atchison, Kans.....	1,190	104	1,264	1,744	140	1,881	1,303	137	1,510	1,439	139	1,568	5,738	510	6,248
Atlanta, Ga.....	107	26	183	248	8	268	207	30	237	245	32	277	867	108	975
Auburn, N. Y.....	250	12	262	352	37	389	269	35	321	317	24	341	1,208	109	1,317
Augusta, Ga.....	106	13	119	131	35	166	169	21	188	129	16	145	575	93	618
Aurora, Mo.....	80	21	103	147	24	171	108	31	139	133	23	156	468	101	569
Aurora, Ill.....	132	13	145	228	24	252	219	19	218	231	1,061	8,102	19,530	76	8,606
Baltimore, Md.....	3,625	1,387	5,322	4,053	1,760	6,744	4,469	1,708	6,197	6,151	1,961	8,102	19,530	6,835	26,365
Bangor, Me.....	229	98	327	285	132	417	245	182	427	323	119	442	1,082	551	1,633
Battle Creek, Mich.....	57	13	67	61	12	73	59	6	65	66	12	68	253	40	273
Bay City, Mich.....	101	6	107	152	14	166	147	9	156	179	28	191	579	41	620
Blauvelt, N. Y.....	219	21	240	272	20	293	265	15	280	179	26	205	847	81	1,160
Birmingham, Ala.....	186	7	193	186	7	193	280	9	289	339	6	345	805	87	892
Birmingham, Ill.....	285	65	350	331	100	431	386	86	472	233	69	306	806	333	1,139
Boston, Mass.....	12,151	2,060	14,211	23,218	4,044	27,262	18,908	4,960	23,868	21,146	4,912	26,058	72,374	15,968	88,370
Bradford, Pa.....	200	65	265	19	109	228	186	23	211	211	112	323	1,069	108	1,177
Breadford, Pa.....	51	10	61	113	20	133	102	20	122	587	41	602	1,669	253	1,922
Bridgeton, Conn.....	360	79	469	258	41	299	504	68	572	587	78	660	2,408	86	2,494
Brookton, Miss.....	139	17	156	170	22	192	141	10	151	6,774	1,436	8,210	24,098	5,493	29,591
Brooklyn, N. Y.....	4,305	914	5,219	6,577	1,560	8,137	6,442	1,573	8,015	6,774	1,436	8,210	24,098	5,493	29,591
Buffalo, N. Y.....	1,747	790	2,539	2,767	203	2,965	1,883	803	2,685	2,115	839	3,524	8,526	2,641	11,167

Burlington, Iowa	195	265	70	313	172	118	290	190	139	329	780	417	1,197
Burlington, Vt.	114	133	19	138	64	18	62	140	14	154	417	60	507
Camden, N. J.	356	273	17	354	375	35	310	326	15	311	1,180	80	1,278
Canton, Ohio	362	328	22	406	292	62	351	320	326	364	1,452	180	1,452
Cedar Rapids, Iowa	130	174	30	238	167	57	224	104	61	245	691	200	801
Charleston, S. C.	356	427	46	512	354	24	378	405	24	429	1,595	151	1,740
Chattanooga, Tenn.	229	302	17	421	302	43	464	375	68	443	1,387	177	1,564
Chicago, Ill.	2,592	12,336	592	16,288	10,960	2,740	12,807	11,425	874	14,290	45,202	10,586	55,790
Cincinnati, Ohio	1,326	4,854	794	6,478	4,972	1,740	5,812	4,738	2,874	6,670	16,972	6,792	23,764
Cleveland, Ohio	2,484	3,686	2,022	4,441	2,493	1,758	4,251	3,022	1,683	4,715	10,810	6,293	17,083
Columbus, Ohio	1,116	1,630	1,169	1,705	1,331	205	1,536	1,092	202	1,704	5,668	6,692	6,360
Concord, N. H.	175	215	40	816	1,272	42	214	288	62	350	1,011	184	1,195
Council Bluffs, Iowa	162	193	31	235	202	29	314	243	22	245	840	197	943
Cornington, Ky.	221	70	14	235	271	32	303	289	23	312	1,073	114	1,187
Dallas, Tex.	69	70	1	337	215	14	329	321	20	341	843	55	898
Davenport, Iowa	150	244	94	248	144	96	230	187	64	251	668	303	971
Dayton, Ohio	480	627	703	118	554	98	632	708	127	925	554	471	3,025
Decorah, Ill.	98	110	110	148	109	21	130	148	15	163	2,470	73	543
Deer, Colo.	2,399	2,815	578	2,893	2,071	623	2,684	2,390	638	3,018	8,641	2,363	11,004
Des Moines, Iowa	1,865	534	124	881	4,483	115	2,604	4,559	3,327	6,569	8,327	4,682	2,809
Detroit, Mich.	1,892	2,748	1,444	3,740	2,460	115	3,660	2,478	1,208	3,687	8,701	5,163	13,770
Dubuque, Iowa	2,974	2,194	18	212	182	1,429	3,189	2,066	9	2,297	8,701	5,990	800
Duluth, Minn.	162	116	17	133	107	21	128	119	9	128	342	47	389
Easton, Pa.	297	208	20	258	174	47	221	203	63	206	751	180	940
East Saginaw, Mich.	251	179	50	238	174	47	221	203	63	206	751	180	940
Eau Claire, Wis.	96	249	45	294	215	92	307	223	31	274	904	222	1,126
Elgin, Ill.	74	179	37	218	143	60	212	176	39	215	572	167	739
Elmira, N. Y.	74	90	16	100	62	13	75	87	24	111	289	77	308
Eric, Pa.	210	260	26	506	223	55	278	203	39	332	968	137	1,135
Evansville, Ind.	865	421	44	485	369	26	395	352	30	382	1,456	151	1,607
Fall River, Mass.	316	316	48	364	311	42	353	201	30	400	1,250	181	1,431
Fitchburg, Mass.	379	451	26	477	364	35	399	469	20	498	1,632	121	1,753
Fort Wayne, Ind.	214	303	58	361	288	47	315	342	50	398	1,108	110	1,288
Fort Worth, Tex.	160	186	21	207	175	183	247	247	14	261	764	66	830
Galveston, Ill.	610	537	161	698	465	162	627	530	136	666	2,013	588	2,601
Galveston, Tex.	121	134	19	163	143	20	163	179	19	198	587	68	685
Galesburg, Tex.	82	87	6	83	118	10	126	147	9	156	427	32	459
Glocester, Mass.	204	92	82	469	256	83	339	285	61	296	741	507	1,248
Gloucester, Mass.	327	867	88	86	574	4	103	83	3	90	398	16	414
Hannibal, Mo.	639	677	4	755	574	94	668	690	87	777	2,445	354	2,839
Harrisburg, Pa.	100	103	2	103	61	90	63	31	33	33	249	16	265
Hartford, Conn.	377	478	61	539	477	90	567	404	92	556	1,758	311	2,069
Haverhill, Mass.	1,359	1,724	360	1,724	1,178	342	1,520	1,787	414	1,787	4,978	1,309	6,890
Hoboken, N. J.	314	845	01	436	306	80	395	833	83	436	1,456	1,581	1,581
Holyoke, Mass.	220	270	202	270	202	25	227	245	22	257	838	90	928
Houston, Tex.	79	281	96	352	245	100	345	320	77	320	910	352	1,298
Indianapolis, Ind.	182	303	28	421	203	83	290	262	51	326	1,093	132	1,225
Jacksonville, Fla.	2,502	2,321	825	3,146	2,105	855	2,960	2,682	752	3,146	9,004	3,078	12,082
Jacksonville, Fla.	170	188	46	234	186	16	182	177	19	198	688	70	783
Jamestown, N. Y.	207	304	16	410	524	25	649	890	19	890	1,495	170	1,665
Jersey City, N. J.	123	118	92	130	92	38	130	97	29	126	375	121	497
Joliet, Ill.	680	930	121	841	641	92	933	843	83	926	3,262	328	3,600
Joliet, Ill.	68	63	23	87	73	21	94	54	10	73	258	87	345

No. 16.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

Post-office.	Quarter ending September 30, 1886.			Quarter ending December 31, 1886.			Quarter ending March 31, 1887.			Quarter ending June 30, 1887.			Total—12 months ending June 30, 1887.		
	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.
Kalamazoo, Mich.....	142	18	160	216	141	163	163	33	196	628	107	735	628	107	735
Kansas City, Mo.....	1,276	361	1,637	2,311	1,900	1,950	1,948	222	2,170	6,754	1,314	8,068	6,754	1,314	8,068
Keokuk, Iowa.....	41	.....	41	110	44	49	64	15	79	254	25	279	254	25	279
Knoxville, Tenn.....	168	20	188	328	247	287	240	49	298	962	189	1,151	962	189	1,151
La Crosse, Wis.....	157	76	233	260	161	225	173	63	236	729	275	1,004	729	275	1,004
La Fayette, Ind.....	301	60	370	359	202	298	252	63	315	1,046	296	1,342	1,046	296	1,342
Lancaster, Pa.....	208	26	234	273	200	279	332	20	361	1,051	122	1,173	1,051	122	1,173
Lansing, Mich.....	82	8	85	128	132	144	132	12	144	470	81	551	470	81	551
Lawrence, Kans.....	72	27	99	151	81	107	111	44	155	380	120	500	380	120	500
Lawrence, Mo.....	353	94	447	427	280	396	324	36	368	1,737	385	2,122	1,737	385	2,122
Leadville, Colo.....	291	72	363	430	223	306	240	95	335	1,128	375	1,503	1,128	375	1,503
Leavenworth, Kans.....	149	4	153	180	178	201	207	21	228	753	75	828	753	75	828
Lexington, Mo.....	114	83	197	157	114	143	171	53	224	631	139	770	631	139	770
Lexington, Ky.....	213	19	232	370	287	310	399	23	422	1,212	122	1,334	1,212	122	1,334
Little Rock, Ark.....	368	28	396	445	39	484	565	52	622	1,929	138	2,067	1,929	138	2,067
Lockport, N. Y.....	232	36	268	387	290	331	311	39	350	1,188	148	1,336	1,188	148	1,336
Los Angeles, Cal.....	93	15	108	118	118	139	111	14	125	350	78	428	350	78	428
Lowell, Mass.....	1,062	601	1,663	2,092	1,460	1,502	1,951	194	2,145	6,825	580	7,405	6,825	580	7,405
Louisville, Ky.....	1,321	176	1,497	1,787	1,000	1,084	1,951	671	2,622	6,776	2,056	8,832	6,776	2,056	8,832
Lyons, Mass.....	173	16	189	348	217	320	320	29	349	830	851	1,681	830	851	1,681
Lynchburg, Va.....	672	144	816	803	744	878	878	108	986	3,087	714	3,801	3,087	714	3,801
Lyons, N. H.....	438	45	483	508	50	558	450	66	516	1,986	219	2,205	1,986	219	2,205
Madison, Wis.....	165	12	177	221	200	260	213	27	240	888	140	1,028	888	140	1,028
Manchester, N. H.....	307	35	342	465	465	501	503	41	544	1,901	140	2,041	1,901	140	2,041

Location	122	144	15	15	144	122	14	136	105	12	117	159	11	170	515	32	567
Mansfield, Ohio																	
Memphis, Tenn.	485	365	100	100	177	124	134	921	611	14	825	893	156	640	2,720	564	3,250
Milwaukee, Wis.	422	332	160	160	162	164	164	164	187	177	167	173	49	658	8,373	49	13,503
Minneapolis, Minn.	2,987	3,342	1,285	1,285	2,416	1,823	3,741	1,936	1,877	1,012	2,719	2,914	1,303	3,279	8,061	3,022	11,753
Mobile, Ala.	1,757	2,911	764	764	2,215	839	3,074	1,525	1,530	2,181	2,691	2,181	177	3,366	3,366	623	1,013
Montgomery, Ala.	114	70	2	2	135	115	210	210	210	121	269	269	177	396	1,713	43	1,037
Nashville, Tenn.	185	197	63	63	188	115	207	207	217	0	1,033	1,033	63	1,119	3,740	200	4,030
Newark, N. J.	762	830	74	74	860	62	1,072	1,072	1,072	572	2,133	2,133	592	2,234	4,303	2,222	8,375
New York, N. Y.	1,401	1,844	443	443	1,731	615	2,346	1,573	1,573	64	3,363	3,363	7	4,481	1,803	176	6,689
New York, N. Y.	279	313	94	94	313	41	369	369	780	186	1,065	1,065	7	1,837	5,090	129	6,689
New York, N. Y.	919	1,088	249	249	1,177	407	1,762	1,762	1,762	186	1,560	1,560	431	1,837	5,090	129	6,689
New York, N. Y.	1,746	2,589	845	845	2,805	1,192	3,997	2,588	2,588	1,453	4,040	4,040	1,296	3,410	9,321	4,273	14,000
New York, N. Y.	674	63	63	63	231	2	316	316	188	11	89	89	25	93	1,373	122	1,401
New York, N. Y.	18,472	29,598	11,172	11,172	23,738	18,136	43,893	23,677	18,307	10,773	42,027	24,333	10,077	43,318	97,196	60,777	184,863
North York, N. Y.	18,472	29,598	11,172	11,172	23,738	18,136	43,893	23,677	18,307	10,773	42,027	24,333	10,077	43,318	97,196	60,777	184,863
North York, N. Y.	18,472	29,598	11,172	11,172	23,738	18,136	43,893	23,677	18,307	10,773	42,027	24,333	10,077	43,318	97,196	60,777	184,863
North York, N. Y.	18,472	29,598	11,172	11,172	23,738	18,136	43,893	23,677	18,307	10,773	42,027	24,333	10,077	43,318	97,196	60,777	184,863
Oakland, Cal.	184	278	60	60	278	78	310	310	291	87	2,378	2,378	60	4,130	1,167	314	1,501
Oakland, Cal.	1,352	1,753	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880	110	1,084	6,111	570	11,118
Oakland, N. Y.	1,822	1,757	493	493	2,022	63	265	265	195	65	880	880					

No. 16.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

Post-office.	Quarter ending September 30, 1886.			Quarter ending December 31, 1886.			Quarter ending March 31, 1887.			Quarter ending June 30, 1887.			Total—12 months ending June 30, 1887.		
	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.
Sandusky, Ohio.....	88	2	90	107	3	110	81	8	89	144	4	148	420	17	437
San Francisco, Cal.....	0, 088	4, 519	11, 207	7, 839	4, 366	12, 196	0, 078	4, 517	10, 595	6, 800	4	11, 456	27, 486	17, 908	45, 454
San José, Cal.....	260	20	259	839	81	960	250	36	286	835	28	863	1, 174	1, 134	1, 218
Saratoga Springs, N. Y.....	385	11	396	166	14	180	105	36	113	226	3	229	882	36	918
Savannah, Ga.....	346	81	467	477	140	617	444	180	624	818	120	512	1, 693	527	2, 220
Scranton, Pa.....	221	70	297	270	76	352	254	110	364	813	62	395	1, 064	344	1, 408
Sedalia, Mo.....	100	10	110	169	14	123	118	13	131	180	10	190	507	47	554
Sioux City, Iowa.....	101	6	106	106	10	205	148	20	168	152	23	175	687	71	658
South Bend, Ind.....	95	106	106	99	8	107	94	26	120	123	72	145	411	67	478
Springfield, Ill.....	173	46	218	236	69	305	227	66	313	241	78	319	876	279	1, 155
Springfield, Mass.....	800	172	972	1, 041	208	1, 339	1, 027	321	1, 348	1, 119	284	1, 403	3, 967	1, 075	5, 062
Springfield, Oho.....	206	84	290	234	45	379	287	44	331	389	45	436	1, 221	1, 163	2, 384
Syracuse, N. Y.....	827	321	1, 148	1, 091	469	1, 600	1, 009	534	1, 543	1, 276	514	1, 790	4, 203	1, 838	6, 041
Taunton, Mass.....	248	15	263	301	28	329	327	21	348	427	15	442	1, 363	79	1, 442
Terra Hanco, Ind.....	401	85	486	441	81	522	355	105	460	422	72	494	1, 619	343	1, 962
Toledo, Ohio.....	670	64	734	855	82	917	793	61	854	907	75	982	3, 205	282	3, 487
Topeka, Kans.....	223	44	267	350	46	396	247	40	287	300	74	374	1, 120	208	1, 328
Traverse, N. J.....	525	24	549	405	82	437	485	39	524	494	40	534	1, 719	135	1, 854
Trenton, N. Y.....	694	112	736	708	125	833	587	123	710	699	119	818	2, 018	479	2, 497
Troy, N. Y.....	861	45	906	447	69	516	397	96	493	468	93	583	1, 695	303	1, 998
Union, N. Y.....	5, 067	4, 070	9, 137	4, 070	3, 839	7, 909	4, 065	4, 687	9, 352	4, 468	4, 088	8, 530	10, 177	15, 070	25, 247
Waco, Tex.....	157	18	175	249	18	267	204	22	226	204	22	226	607	187	793
Wichita, Kans.....	68	37	105	100	61	221	106	50	156	144	39	183	416	169	585
Wichita, Kans.....	348	96	444	425	47	472	350	50	428	361	32	393	1, 612	169	1, 781
Wichita, Kans.....	174	9	183	335	13	348	350	12	362	601	8	609	1, 400	41	1, 502

Wilkes Barre, Pa.	208	13	221	244	31	275	299	296	235	241	35	276	9 2	115	1,007
Williamsport, Pa.	372	52	174	210	23	211	204	12	216	195	24	217	773	15	1,848
Wilmington, Del.	372	32	424	425	73	488	400	73	473	497	51	549	1,054	250	1,894
Wilmington, N. C.	61	2	53	65	7	102	107	3	128	106	3	121	371	13	386
Winona, Minn.	61	21	114	84	43	137	85	43	128	87	10	114	307	120	403
Worcester, Mass.	990	305	1,294	1,067	444	1,811	1,225	556	1,718	1,016	740	2,356	5,356	2,044	7,600
Yonkers, N. Y.	172	19	192	251	30	281	219	20	248	144	32	216	387	140	600
York, Pa.	172	19	91	132	30	108	123	23	148	151	20	181	458	10	556
Youngstown, Ohio	188	9	246	246	88	354	244	89	333	220	33	289	804	297	1,201
Zanesville, Ohio	223	8	231	286	34	320	316	23	238	308	20	334	1,033	91	1,124
Total	147,750	58,323	206,062	190,357	78,509	277,866	178,184	81,031	286,215	200,030	81,374	281,401	725,330	299,237	1,024,567

No. 17.—*Copy of contract for furnishing registered-package, tag, official, and dead-letter envelopes during the fiscal year ending June 30, 1888.*

This article of contract and agreement, made this thirteenth day of May, one thousand eight hundred and eighty-seven, 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 Holyoke Envelope Company, doing business as a manufacturer of envelopes in the city of Holyoke, Massachusetts, by George N. Tynes, its agent and treasurer, as principal, and James Abbe, of Springfield, Mass., and James T. Abbe, of Springfield, Mass., as sureties, of the second part, witnesseth:

Whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the 2d day of April, 1887, to be published in certain newspapers in the United States, inviting proposals for furnishing, in accordance with specifications prepared under his directions, such registered-package, tag, official, and dead-letter envelopes as might be ordered for the use of the Department, postmasters, and the postal service during the fiscal year beginning on the 1st day of July, 1887, a printed copy of which advertisement and specifications is hereunto annexed and made a part hereof, as follows:

“PROPOSALS FOR REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.—ADVERTISEMENT.

“POST-OFFICE DEPARTMENT,
“Washington, D. C., April 2, 1887.

“Sealed proposals will be received at this Department until 12 m. on Wednesday, the 4th day of May, 1887, for furnishing such registered package, tag, official, and dead-letter envelopes as may be ordered for the use of the Department, postmasters, and the postal service during the fiscal year commencing on the 1st day of July, 1887.

“Samples of the envelopes for which proposals are invited, showing the different sizes and qualities required, 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 FOR FURNISHING REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

“DESIGNATION AND SIZES OF ENVELOPES.

“The designation and sizes of the envelopes referred to in the foregoing advertisement are as follows:

“No. 1. $3\frac{1}{4}$ by $5\frac{1}{2}$ inches.	No. 8. $3\frac{1}{2}$ by $5\frac{1}{2}$ inches.
“No. 2. $3\frac{1}{2}$ by $6\frac{1}{2}$ inches.	No. 9. $5\frac{1}{2}$ by $7\frac{1}{2}$ inches.
“No. 3. $3\frac{3}{4}$ by $8\frac{1}{2}$ inches.	No. 10. 6 by 9 inches.
“No. 4. $4\frac{1}{2}$ by $6\frac{1}{2}$ inches.	No. 11. $6\frac{1}{2}$ by $10\frac{1}{2}$ inches.
“No. 5. $4\frac{1}{2}$ by $9\frac{1}{2}$ inches.	No. 12. 9 by $13\frac{1}{2}$ inches.
“No. 6. $4\frac{1}{8}$ by $9\frac{1}{8}$ inches.	No. 13. 12 by 15 inches.
“No. 7. 5 by $10\frac{1}{2}$ inches.	

“Sizes may be slightly larger than called for above, but no smaller.

“COMPOSITION AND QUALITY OF PAPER.

“The paper from which the Nos. 1, 2, 3, and 4 envelopes are 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 $34\frac{1}{2}$ lbs. 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 four hours in the washing-engines and beaten eight hours in the beating-engines, and the stock passed through a Jordan engine. The paper must be rosin-sized in the engine and made on a Fourdrinier machine. It must also be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the paper in the sample envelopes furnished to bidders, and to be made a part of the contract.

“The paper from which the Nos. 5, 6, 7, 9, 10, 11, 12, and 13 envelopes are manufactured must be composed in the proportion of 30 per cent. of No. 1 rope manila; 30 per cent. of No. 2 rope (consisting of about equal parts of manila, hemp, and sisal), 30 per cent. of jute butts, and 10 per cent. of South Carolina clay, excluding all other

material except the necessary coloring matter, and must weigh 47 pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the rope and jute butts must be washed six hours in the washing-engines and beaten nine hours in the beating-engines, and the ingredients passed through a Jordan engine. The paper must be rosin-sized in the engine, and made on a Four-drainer machine. It must be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract.

"The paper from which the tag envelopes for registered packages (No. 8) are to be manufactured must be composed wholly of jute butts (except the necessary coloring matter), and must weigh 90 pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute must be washed four hours in the washing-engines and beaten five hours in the beating-engines, and passed through a Jordan engine. The paper must be rosin-sized in the engine. It must be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the sample envelopes furnished to bidders, and to be made part of the contract.

"All or any of the different papers used may be required to be water-marked with such designs as may be approved by the Postmaster-General. All paper 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.

"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 for any of the envelopes that may be spoiled in process of manufacture, or condemned as unfit for use, 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 or rejected paper shall not be made over for use in registered-package or official envelopes.

"STYLE OF MANUFACTURE.

"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 fish-gluo, and the flaps to be thoroughly gummed with the same or other equally suitable material. The envelopes shall be in all respects subject to the approval of the Postmaster-General or his duly authorized agent.

"PRINTING.

"The envelopes must bear such printing as the Postmaster-General may direct, and the registered-package and tag envelopes (Nos. 7 and 8) will be required to be printed in vermilion or some other approved brilliant color, equal to that on the sample. All of the other envelopes must have printed on them the name of the Department, the words 'Official Business,' and the penalty provided by law for their misuse, besides such other printing as the Postmaster-General may at any time direct. When ordered in separate quantities of 500 of the Nos. 1, 2, and 4 sizes, or of 250 of the Nos. 3, 5, and 6 sizes, or in larger quantities, for the use of postmasters, they will, in addition to the foregoing printing, bear also the name of the post-office for whose use they are intended; when ordered in less quantities, they will bear, in addition to the other printing, the words 'Post-Office at,' with a blank space for the name of the post-office to be written in. The printing on the samples is intended to show in a general way some of the forms that will be required.

"PACKING, ETC.

"The envelopes must be banded in parcels of twenty-five, packed in strong paste-board or straw boxes (not inferior to No. 50 unlined western straw board), securely bound with line or cotton cloth on the corners and edges, and of such weight, quality, and construction as shall be approved by the Postmaster-General; and when intended to be sent direct to postmasters, each box shall contain not less than 100 of the Nos. 7 and 8 sizes, and not less than 250 of the Nos. 1, 2, 3, 4, 5, and 6, or larger quantities, as may be ordered for the principal post-offices; the boxes to be well and securely wrapped in strong manila paper and properly sealed, so as to bear safe transportation by mail. But when required to be sent to the Post-Office Department, each

box may contain not less than 500 of any one size and style of printing, in which case the wrapping may be dispensed with, in the discretion of the Postmaster-General.

"When 4,000 or more envelopes of the Nos. 1, 2, 3, and 4, and 2,000 or more of the other numbers, are required to fill the order of a postmaster, or when larger lots of any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed; no case shall contain more than 25,000 of the Nos. 1, 2, 3, and 4, nor more than 10,000 of the other sizes; but when less than 4,000 are required to be sent to a postmaster, a proper label of direction must be placed on each package, all of which shall be done and furnished by the contractor without additional charge.

"The sizes designated as Nos. 1, 3, 4, 5, 6, 7, and 8 are used mainly by postmasters, and sizes Nos. 2, 9, 10, 11, 12, and 13 mainly in the Post-Office Department; but the right is reserved to order any or all of the different sizes for use of the Post-Office Department, of postmasters, and of postal officers generally.

" STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of the several kinds of envelopes 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 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, 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 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 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 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.

"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.

" AGENT—OFFICE-ROOM—INSPECTION.

"An agent of the Department will have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they (or anything entering into their construction) 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 are made, for the transaction of the business of the agency, without cost to the Government; also, properly furnished room for the use of the post-office in mailing the envelopes, if the same should be required by the Postmaster-General.

"The contractor, his employés and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

" DELIVERY.

"The contractor must be ready to commence the delivery of the envelopes on the 1st day of July, 1887, 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 orders of the Department. The envelopes 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, or at a railway post-office, or at the Post-Office Department at Washington, D. C., in the discretion

of the Postmaster-General; or deliveries may be required to be made at any of the places mentioned in the foregoing, and also at the Post-Office Department at Washington, D. C., as may be directed by the Postmaster-General.

“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 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. The right is also reserved to the Postmaster-General to authorize the issue by the present contractors of such envelopes 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.

“AWARD.

“The contract will 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, 1887, as follows:

“No. 1	16,525,700
“No. 2	2,654,000
“No. 3	10,973,200
“No. 4	293,800
“No. 5	1,684,900
“No. 6	2,082,300
“No. 7	10,611,750
“No. 8	1,104,150
“No. 9	10,000
“No. 10	24,000
“No. 11	33,500
“No. 12	23,000
“No. 13	19,000

“Bids must be made separately for each item in the foregoing list, the bidders stating in their proposals the price per thousand envelopes, including everything 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 as a whole to the lowest responsible bidder in the aggregate, the amount of a bid to be ascertained by extending the above issues at the prices bid respectively, and then aggregating the amounts of the several items.

“It must be understood, however, that the proposals made under this advertisement and these specifications shall impose the obligation to furnish at the prices bid all the envelopes ordered by the Department during the contract term, without reference to the numbers above stated, subject to the provision as to those on hand at the termination of the present contract. Should the use of any of the above kinds of envelopes be discontinued during the contract term, the contractor will not be entitled to any compensation for damages on account of such discontinuance.

“Each bid must include all the different items designated in the foregoing.

“The contractor will not be required to pay royalty on envelopes manufactured from samples furnished by the Department.

“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 names of the officer authorized to bind it by contract; and it must be accompanied with a guaranty, 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 hereinafter 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 per-

form 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 sum of \$20,000, for which full and absolute 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 \$40,000 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.

"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 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.

"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 inferior to those required by the contract.

"PAYMENTS.

"Payments for envelopes actually issued and delivered to postmasters will be made monthly, after proper examination and verification of accounts, and promptly upon the fulfillment of orders for envelopes sent to the Post-Office Department. Accounts shall be kept and rendered in such manner and form as the Postmaster-General may prescribe.

"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 samples attached, showing sizes, style of manufacture, and 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 Registered Package and Official Envelopes,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"WILLIAM F. VILAS,
"Postmaster-General.

"POST-OFFICE DEPARTMENT,

"Washington, D. C., April 2, 1887."

Whereas upon the opening in public, on the 4th day of May, 1887, of the proposals received in answer to said advertisement of April 2, 1887, it appeared that there were three proposals, the names of the bidders and the amounts of their respective bids,

based on the actual numbers of envelopes issued during the year ended March 31, 1887, being as follows :

1. P. P. Kellogg & Co., of Springfield, Mass	\$87, 371. 63
2. The Morgan Envelope Company and Plimpton Manufacturing Company, Hartford, Conn	85, 370. 31
3. The Holyoke Envelope Company, of Holyoke, Mass	84, 143. 79

Whereas it appeared that the proposal of the Holyoke Envelope Company was the lowest in the aggregate for all the envelopes called for, being \$1,226.52 less than the bid of the Morgan Envelope Company and Plimpton Manufacturing Company, the next lowest bidder;

And whereas the Postmaster-General, by an order dated the 6th day of May, 1887, awarded the contract for furnishing said envelopes to the said Holyoke Envelope Company, which order was duly recorded in the official journal of the Post-Office Department, and numbered 87 :

Now, therefore, in consideration of the premises, and of the stipulations hereinafter set forth, the said Holyoke Envelope Company, contractor, and its sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America, and to bind themselves in manner following, to wit :

First. That the said contractor shall furnish and deliver promptly and in quantities as ordered, and subject to the approval of the Postmaster-General in all respects, all the registered package, tag, official, and dead-letter envelopes, of the sizes and kinds called for in the specifications, that it may be called upon to furnish during the fiscal year beginning on the 1st day of July, 1887.

Second. That the paper for the several kinds of envelopes to be furnished, as numbered in the specifications, shall be made of the materials, in the manner, and according to the conditions following, that is to say :

The paper from which the Nos. 1, 2, 3, and 4 envelopes 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 materials except the necessary coloring matter), and shall weigh 34½ pounds per ream of 500 sheets measuring 22½ by 30 inches, or in that proportion. In the process of manufacture, the jute butts shall be washed four hours in the washing engines, and beaten eight hours in the beating engines, and the stock passed through a Jordan engine. The paper shall be rosin-sized in the engine and made on a Fourdrinier machine; it shall also be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the paper in the samples attached to and made a part of this contract.

The paper from which the Nos. 5, 6, 7, 9, 10, 11, 12, and 13 envelopes are to be manufactured shall be composed in the proportion of 30 per cent. of No. 1 rope manila, 30 per cent. of No. 2 rope (consisting of about equal parts of manila, hemp, and sisal), 30 per cent. of jute butts, and 10 per cent. of South Carolina clay, excluding all other material except the necessary coloring matter, and shall weigh 47 pounds per ream of 500 sheets measuring 22½ by 30 inches, or in that proportion; in the process of manufacture the rope and jute butts shall be washed six hours in the washing engines and beaten nine hours in the beating engines, and the ingredients passed through a Jordan engine; the paper shall be rosin-sized in the engine, and made on a Fourdrinier machine; it shall be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the paper in the samples attached to and made a part of this contract.

The paper from which tag envelopes for registered packages (No. 8) are to be manufactured shall be composed wholly of jute butts (except the necessary coloring matter), and shall weigh 90 pounds per ream of 500 sheets measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute shall be washed four hours in the washing engines and beaten five hours in the beating engines and passed through a Jordan engine. The paper shall be rosin-sized in the engine. It shall be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the paper in the sample attached to and made a part of this contract.

All or any of the different papers used shall be water-marked with such designs as may be approved by the Postmaster-General; and all paper 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.

Water-marked paper for any of the envelopes that may be spoiled in the process of manufacture, or condemned as unfit for use, 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 that such spoiled or rejected paper shall not be made over for use in registered package or official envelopes.

Third. That the envelopes shall be made in the most thorough and workmanlike manner, after the styles and of the cuts shown by the samples hereto attached and

made a part hereof; the joints to be well and securely fastened with the best quality of fish glue, and the flaps to be thoroughly gummed with the same or other equally suitable material; and they shall be fully equal in quality and style of manufacture to the samples hereto attached, and shall be subject in all respects to the approval of the Postmaster-General or of his duly authorized agent.

Fourth. That the envelopes shall bear such printing as the Postmaster-General shall direct, and the registered package and tag envelopes (Nos. 7 and 8) shall be printed in vermilion or some other approved brilliant color equal to that on the sample; that all of the other envelopes shall have printed on them the name of the Department, the words "Official Business," and the penalty provided by law for their misuse, beside such other printing as the Postmaster-General may at any time direct; that when ordered in separate quantities of 500 of the Nos. 1, 2, and 4 sizes, or of 250 of the Nos. 3, 5, and 6 sizes, or in larger quantities, for the use of postmasters, they shall, in addition to the foregoing printing, bear also the name of the post-office for whose use they are intended; that when ordered in less quantities they shall bear, in addition to the other printing, the words "Post-office at," with a blank space for the name of the post-office to be written in.

Fifth. That the envelopes shall be banded in parcels of 25, packed in strong paste-board or straw boxes (not inferior to No. 50 unlined Western straw-board), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality, and construction as shall be approved by the Postmaster-General; that when intended to be sent direct to postmasters, each box shall contain not less than 100 of the Nos. 7 and 8 sizes, and not less than 250 of the Nos. 1, 2, 3, 4, 5, and 6 sizes, or larger quantities as may be ordered for the principal post-offices; that the boxes shall be well and securely wrapped in strong manila paper and properly sealed, so as to bear safe transportation by mail; but when required to be sent to the Post-Office Department, each box may contain not less than 500 of any one size and style of printing, in which case the wrapping may be dispensed with, in the discretion of the Postmaster-General; that when 4,000 or more envelopes of the sizes Nos. 1, 2, 3, and 4, and 2,000 or more of the other numbers, are required to fill the order of a postmaster, or when larger lots of any kind are ordered to be sent to the Post-Office Department, they shall be packed in strong wooden cases and properly addressed, no case to contain more than 25,000 of the Nos. 1, 2, 3, and 4, nor more than 10,000 of the other sizes; that when less than 4,000 are required to be sent to a postmaster, a proper label of direction shall be placed on each package, all of which shall be done and furnished by the contractors without additional charge.

Sixth. That the contractors shall at all times keep on hand a stock of the several kinds of envelopes 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 this contract; that the said envelopes shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents; and that the contractor shall also, at any time during the existence of this contract that it may be called upon by the Postmaster-General to do so, provide an extra quantity of envelopes, not exceeding a supply for three months.

Seventh. That the contractor shall be ready to begin the delivery of the envelopes on the 1st day of July, 1887, when the term of this contract begins; and thereafter they shall be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department; that the envelopes 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 Holyoke, Massachusetts, 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 this contract, to require the delivery of the envelopes, or any portion of them, to be made either at the post-office or at the agency in the city of Holyoke, Massachusetts, or at the nearest large adjacent 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.

Eighth. That this contract shall not be transferred or assigned.

Ninth. That accounts of envelopes furnished and delivered shall be kept and rendered in such manner and form as the Postmaster-General may prescribe.

And the United States of America, party of the first part, hereby contracts and agrees:

1st. To pay the said Holyoke Envelope Company for envelopes delivered and accepted in pursuance of this contract, and subject to all its conditions, at the following rates specified in its proposal, viz:

For No. 1, 3½ by 5½ inches, seventy-eight cents per 1,000.

For No. 2, 3½ by 6½ inches, ninety-six cents per 1,000.

For No. 3, 3½ by 8½ inches, one dollar and twenty-three cents per 1,000.

For No. 4, 4½ by 6½ inches, one dollar and seventy cents per 1,000.

For No. 5, $4\frac{1}{2}$ by $9\frac{1}{2}$ inches, one dollar and ninety-four cents per 1,000.
 For No. 6, $4\frac{3}{8}$ by 9 inches, two dollars and twenty-eight cents per 1,000.
 For No. 7, 5 by $10\frac{1}{2}$ inches, four dollars and thirteen cents per 1,000.
 For No. 8, $3\frac{1}{4}$ by $5\frac{1}{2}$ inches, two dollars and twelve cents per 1,000.
 For No. 9, $5\frac{1}{4}$ by $7\frac{1}{4}$ inches, three dollars and twenty-five cents per 1,000.
 For No. 10, 6 by 9 inches, three dollars and seventy-two cents per 1,000.
 For No. 11, $6\frac{1}{2}$ by $10\frac{1}{2}$ inches, four dollars and forty-three cents per 1,000.
 For No. 12, 9 by $13\frac{1}{2}$ inches, four dollars and seventy-five cents per 1,000.
 For No. 13, 12 by 15 inches, seven dollars and seventy cents per 1,000.

2d. That the said prices shall be full compensation for everything required to be done or furnished as herein set forth—payments for envelopes actually issued and delivered to postmasters to be made monthly after proper examination and adjustment of accounts, and promptly upon the fulfillment of orders for envelopes sent to the Post-Office Department.

3d. That the contractor shall not be required to pay royalty on envelopes manufactured and furnished under this contract.

It is further stipulated and agreed by and between the contracting parties :

1st. That a resident agent of the Department shall have supervision of the manufacture, storage, and issue of the envelopes, and that he shall at all times have full and free access to the apartments where they, or anything entering into their construction, are manufactured and stored for the purpose of inspecting the same ; that such agent and his clerks shall be provided by the contractor with suitable and properly furnished office rooms, connected with the premises on which the envelopes are made, for the transaction of the business of the agency, without cost to the Government ; also with a properly furnished room for the use of the post-office in mailing the envelopes, if the same shall be required by the Postmaster-General ; and that the contractor, its employés and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

2d. 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 shall furnish such agent with a properly furnished room in the mill without charge, and give him every useful facility for carrying out his duty.

3d. That the Postmaster-General shall have 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 with which to promptly meet all just requirements of the Department.

4th. That in the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General or 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 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.

5th. That on failure of the contractor to promptly furnish any article or articles specified in this contract, the Postmaster-General shall have 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 ; and if there shall be a failure to furnish any articles within a reasonable time after the same shall have been ordered, it may be regarded as a sufficient cause for the annulment of this contract.

6th. That if at any time during the continuance of this contract 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 this contract may be annulled.

7th. That in case of failure by the contractor to do or perform all or any of the covenants, stipulations, and agreements of this contract on the part of the said contractor to be performed, as herein set forth, the said parties of the second part shall forfeit and pay to the United States of America the sum of twenty thousand dollars, for which full and absolute sum they 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.

8th. That in addition to the forfeiture covenanted and agreed to in the foregoing paragraph, 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 inferior to those required by this contract. He shall also have the right to withhold

payments for envelopes furnished if it shall appear to his satisfaction that this contract has not been complied with in any particular.

9th. That should the interest of the Government require, this 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.

10th. That 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 that may remain on hand at the expiration of the term of this contract, at the prices and upon the conditions prevailing while in force. That the Postmaster-General shall have the right to authorize the issue by the present contractors, the Morgan Envelope Company and Plimpton Manufacturing Company, of such envelopes as may remain in their hands at the close of their contract term, and the contractor herein shall not be entitled to damages on account of such issues made during their contract term.

11th. 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.

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 his 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.]

WILLIAM F. VILAS,
Postmaster-General.

Attest:

H. R. HARRIS,
Third Assistant Postmaster-General.

GEO. N. TYNER, [SEAL.]
Agent and Treasurer Holyoke Envelope Company.

Attest:

E. M. ESTES.

JAMES ABBE (surety). [SEAL.]

Attest:

K. A. DEARDEN.

JAS. T. ABBE (surety). [SEAL.]

Attest:

GORDON NOBLE.

STATE OF CONNECTICUT,
County of Hartford, ss :

James Abbe, one of the sureties in the foregoing contract of the Holyoke Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Mass., and that he is worth the sum of forty thousand dollars over and above all his debts and liabilities, and exclusive of property exempt from execution.

JAMES ABBE.

Subscribed and sworn to before me this thirteenth day of May, one thousand eight hundred and eighty-seven, and by me approved.

N. SHIPMAN,
U. S. District Judge for District of Connecticut.

I certify that to the best of my knowledge and belief James Abbe, of Springfield, Mass., one of the sureties in the foregoing contract between the United States of America and the Holyoke Envelope Company, of Holyoke, Mass., for furnishing registered-package, tag, official, and dead-letter envelopes during the fiscal year beginning July 1, 1887, is worth the sum of forty thousand dollars over and above all liabilities and encumbrances whatever.

JNO. T. RICE,
Postmaster at Springfield, Mass.

STATE OF CONNECTICUT,
County of Hartford, ss :

Jas. T. Abbe, one of the sureties in the foregoing contract of the Holyoke Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder

of the State of Mass., and that he is worth the sum of forty thousand dollars over and above all his debts and liabilities, and exclusive of property exempt from execution.

JAS. T. ABBE.

Subscribed and sworn to before me this thirteenth day of May, one thousand eight hundred and eighty-seven, and by me approved.

N. SHIPMAN,
U. S. District Judge for District of Connecticut.

I certify that to the best of my knowledge and belief Jas. T. Abbe, of Springfield, Mass., one of the sureties in the foregoing contract between the United States of America and the Holyoke Envelope Company, of Holyoke, Mass., for furnishing registered-package, tag, official, and dead-letter envelopes during the fiscal year beginning July 1st, 1887, is worth the sum of forty thousand dollars over and above all liabilities and encumbrances whatever.

JNO. L. RICE,
Postmaster at Springfield, Mass.

The foregoing contract and annexed certificates and affidavits approved as to form.

EDWIN E. BRYANT,
Asst. Atty. Genl., P. O. Dept.

48—P M G 87—60

REPORT
OF THE
SUPERINTENDENT OF THE DEAD LETTER OFFICE
TO THE
POSTMASTER-GENERAL
FOR
THE YEAR ENDED JUNE 30, 1887.

REPORT

OF THE

SUPERINTENDENT OF THE DEAD LETTER OFFICE.

POST OFFICE DEPARTMENT,
DEAD LETTER OFFICE,
Washington, D. C., August 15, 1887.

SIR: The Dead Letter Office, which formerly constituted a division of the office of the Third Assistant Postmaster General, was, in pursuance of his recommendation, approved by you and sanctioned by legislative action in due course, erected into an independent bureau on July 30, 1886.

The duties of this office consist generally in the examination and forwarding, or return, of all letters which for any cause have failed of delivery; the inspection and return to the country of origin of undelivered foreign matter; the recording and restoration of all valuable letters and parcels which are either unmailable or unclaimed; the care and proper disposition of all money, negotiable paper, and other articles of value found in undelivered mail matter; the ascertaining and correcting of errors of postmasters in the treatment of undelivered mail matter, and all correspondence relating to these subjects.

I have the honor to submit herewith my report of its operations for the fiscal year ended June 30, 1887, which will be found to consist principally of statistics, tabulated in a form which it is thought will present the various details of its work in an intelligible and perspicuous manner.

The total number of pieces of original dead mail matter received at the Dead Letter Office during the year ending June 30, 1887, was 5,335,363, an increase of 543,665 pieces, or nearly 11 $\frac{1}{2}$ % per cent. over the number received during the last fiscal year, or about 17 per cent. over that received during the year previous. There were also received 239,816 letters without valuable inclosures returned to the writers, but again sent to the Dead Letter Office as undeliverable, making, with the original matter received, and 263 held-for-postage letters and 3,523 letters of foreign origin on hand June 30, 1886, the total number of pieces treated during the year 5,578,965, classified as follows:

1. Domestic mailable letters:

(a) Ordinary unclaimed letters.....	3,981,420
(b) Letters returned from hotels.....	118,445
(c) Letters bearing fictitious addresses.....	21,504
(d) Letters returned from foreign countries.....	161,392
(e) Ordinary letters without inclosures sent to writers and returned on failure to deliver.....	239,816

Total	4,522,577
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2. Domestic unmailable letters :		
(a) Letters containing unmailable articles.....	2, 155	
(b) Letters held for postage.....	128, 732	
(c) Letters misdirected or only partially addressed.....	377, 897	
(d) Letters without address	19, 110	
Total		527, 994
3. Domestic parcels of third and fourth class matter.....		67, 823
4. Letters mailed in foreign countries.....		412, 196
5. Printed matter, samples, etc., mailed in foreign countries and return- able		30, 672
6. Registered articles :		
(a) Of domestic origin	4, 388	
(b) Of foreign origin	13, 315	
		17, 703
Total as before.....		5, 578, 965

The mail matter treated during the year was disposed of as follows:

Domestic mailable letters :		
Card and request letters delivered unopened	70, 712	
Letters opened (disposed of as detailed below).....	4, 212, 049	
Ordinary letters without valuable inclosures sent to writers and re- turned on account of failure to deliver and subsequently destroyed..	239, 816	
Domestic unmailable letters :		
Held-for-postage letters forwarded unopened to addresses on receipt of postage.....	4, 514	
Held-for-postage letters on hand at close of year.....	222	
Misdirected letters forwarded unopened after correction of addresses..	83, 702	
Held-for-postage letters opened (disposed of as below).....	123, 996	
Misdirected letters opened (disposed of as below).....	294, 295	
Letters without address opened (disposed of as below)	19, 110	
Letters containing unmailable articles opened (disposed of as below)..	2, 155	
Domestic third and fourth class matter :		
Parcels opened and disposed of as below		67, 823
Foreign matter :		
Letters returned to country of origin or delivered to ad- dressees.....	403, 605	
Letters on hand at close of year.....	8, 591	
Parcels of printed matter, samples, etc., returned unopened or delivered to addressees	30, 672	
		442, 868
Registered articles :		
Domestic—		
Of domestic origin, delivered unopened	2, 250	
Of domestic origin, opened	2, 138	
		4, 388
Foreign—		
Returned to country of origin, or delivered to addressees	13, 003	
On hand at close of year	312	
		13, 315
Total.....		5, 578, 965

The following was the disposition of mail matter opened in the Dead Letter Office :

Delivered:		
Letters containing money.....	12, 725	
Letters containing drafts, notes, money-orders, postal notes, and other evidences of monetary value	21, 868	
Letters containing receipts, paid notes, etc	31, 230	
Letters containing postage stamps	98, 129	
Letters containing nothing of value.....	1, 937, 926	
Photographs	29, 497	
Parcels of merchandise, books, etc.....	32, 039	
		2, 163, 414
Returned to owners and awaiting evidence of delivery :		
Letters containing money	906	
Letters containing drafts, notes, etc.....	2, 314	
Registered parcels of merchandise, books, etc	37	
		3, 257

Under treatment looking to delivery:			
Letters containing money	1,369		
Letters without inclosures	42,978		
			44,347
Filed upon failure to deliver, subject to reclamation:			
Letters containing money	4,498		
Letters containing drafts, notes, etc	1,371		
Letters containing receipts, paid notes, etc	3,329		
Letters containing postage-stamps	5,649		
Photographs	5,753		
Parcels of merchandise, books, etc.	39,601		
			60,201
Destroyed:			
Letters without inclosures which could not be returned to writers	2,464,760		
Parcels containing pamphlets, fruit, seeds, medicine, etc.	9,887		
			2,474,647

FOREIGN DEAD MAIL MATTER.

Returned to country of origin:			
Registered letters	12,596		
Ordinary letters	391,990		
Parcels of printed matter, samples, etc	24,944		
			429,530
Delivered to addressees on application:			
Registered letters	183		
Ordinary letters	203		
Parcels of printed matter, samples, etc	263		
			649
Misdirected matter forwarded to corrected addresses:			
Registered letters	224		
Ordinary letters	11,412		
Printed matter, samples, etc.	5,465		
			17,101
On hand under treatment at close of year:			
Registered letters	312		
Ordinary letters	8,591		
			8,903
			456,183

MATTER RETURNED FROM FOREIGN COUNTRIES.

The number of pieces of mail matter originating in the United States and returned to Dead Letter Office as undeliverable were classified as follows:

Registered letters	1,832
Ordinary letters	161,392
Postal cards	12,642
Parcels of printed matter, samples, etc.	37,451

DEAD REGISTERED MATTER.

Of the 17,703 unclaimed registered letters and parcels received, there were—

Delivered to addressees or restored to senders	16,661
Returned to postmasters for delivery and awaiting receipt	88
Filed upon failure to discover ownership and awaiting reclamation	954

VALUE OF INCLOSURES IN MAIL 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	12,725
Amount of money inclosed therein	\$22,639.12
Number of letters containing money outstanding in the hands of postmasters for restoration to owners	906

Amount of money inclosed therein.....	\$2, 744. 27
Number of letters containing drafts, checks, notes, money-orders, etc., re- stored to owners	21, 868
Value contained therein.....	\$7, 581, 761. 10
Number of letters containing drafts, notes, checks, money-orders, etc., outstanding in the hands of postmasters for restoration to owners ...	2, 314
Value contained therein.....	\$304, 079. 57

REVENUE DERIVED FROM DEAD MAIL MATTER.

The amount of revenue derived from dead matter during the year and delivered to Third Assistant Postmaster General for deposit in the Treasury is shown by the following statement:

Amount separated from dead letters that could not be restored to owners. \$6, 672. 06	
Amount realized from auction sale in December, 1886, of parcels of mer- chandise which could not be restored to owners.....	2, 921. 12
Total	9, 593. 77

POSTAGE-STAMPS.

The following amounts of postage stamps were received in the Dead Letter Office from the several sources named, and were destroyed under proper supervision:

Separated from dead letters for which no owner could be found.....	\$463. 04
Found loose in mails and sent to Dead Letter Office by postmasters.....	401. 63
Received for payment of postage on held-for-postage matter forwarded to destination, and parcels of third and fourth class matter returned to send- ers (sent out from Dead Letter Office under an official penalty envelope).....	678. 50
Received from postal administration of Canada, United States postage- stamps accepted by that administration in payment of postage on matter held for postage in Canada, in accordance with the agreement between the two countries	185. 74
Total value of stamps destroyed	1, 728. 91

In addition to the above, postage-stamps to the value of \$1,219.55 have been received and affixed to parcels of matter addressed to foreign countries, not transmissible in the mails unless prepaid at letter rates of postage.

In the exchange of postage-stamps mutually accepted by the United States and Canada in the payment of postage on short-paid matter addressed to either country, there have been received from the Canadian administration United States postage-stamps to the amount of \$185.74; there were returned to Canada by this office Canadian stamps amounting to \$117.98, leaving a balance in favor of the Canadian office of \$67.76, which has been duly reported to the Third Assistant Postmaster General for settlement.

DEAD MATTER GIVEN TO CHARITABLE INSTITUTIONS.

During the year, 18,182 magazines, pamphlets, illustrated papers, picture cards, etc., 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 shows the number and character of the matter distributed:

Magazines.....	1, 085
Pamphlets, etc.....	3, 709
Illustrated papers.....	4, 983
Picture cards, valentines, etc.....	8, 506
Total	18, 182

Comparative statement of mail matter received and treated in Dead Letter Office for the fiscal years ended June 30, 1886 and 1887.

Received.	1886.	1887.	Increase.	Decrease.
			Per cent.	Per cent.
Domestic mailable letters:				
Ordinary unclaimed letters	3,552,741	3,981,420	12	.....
Letters returned from hotels	109,461	118,445	8.2	.....
Letters with fictitious addresses	23,050	21,504	.....	6.7
Letters returned from foreign countries	150,888	161,392	.69	.....
Ordinary dead letters returned to writers, but undelivered	218,531	239,816	9.7	.....
Domestic unmailable letters:				
Containing unmailable articles	1,389	2,155	55.4	.....
Held for postage	119,365	128,732	7.8	.....
Misdirected or partially addressed	322,706	377,997	17.1	.....
Without address	15,178	19,110	25.9	.....
Domestic parcels of third and fourth-class matter	81,221	67,823	.....	16.4
Letters mailed in foreign countries	369,902	412,190	11.4	.....
Printed matter, samples, etc., foreign mailed	30,008	30,672	2.2	.....
Registered articles:				
Of domestic origin	4,442	4,388	.....	1.2
Of foreign origin	11,421	13,315	16.5	.....

Treatment and disposition of mail matter received and on hand.

	1886.	1887.	Increase.	Decrease.
			Per cent.	Per cent.
Domestic mailable matter:				
Cards and request letters delivered unopened	61,348	70,712	15.2	.....
Ordinary letters opened	3,788,234	4,212,040	11.1	.....
On hand at close of year				
Returned dead letters without inclosures destroyed	218,531	239,816	9.7	.....
Held for postage letters forwarded	4,371	4,514	3.2	.....
On hand at close of year	263	222	.....	15.0
Held for postage letters opened	114,731	123,996	8.0	.....
Misdirected letters forwarded to correct address	77,618	81,702	7.8	.....
Misdirected letters opened	245,088	294,295	20.0	.....
Letters without address opened	15,178	19,110	25.9	.....
Letters containing unmailable matter opened	1,389	2,155	55.4	.....
Parcels opened and disposed of	81,221	67,823	.....	16.4
Foreign mailable matter:				
Foreign letters delivered to addressees or returned to country of origin	369,379	402,605	9.8	.....
On hand at close of year	3,523	8,591	143.8	.....
Printed matter, samples, etc., returned to country of origin	30,008	30,672	2.2	.....
Registered articles:				
Domestic, delivered unopened	1,885	2,250	18.00	.....
Domestic, opened	2,537	2,138	.....	16.3
Of foreign origin, delivered or returned to country of origin	11,218	13,003	15.0	.....
On hand at close of year	203	312	53.0	.....
<i>Disposition of matter opened.</i>				
Delivered:				
Letters containing money	12,138	12,725	4.8	.....
Letters containing drafts, notes, money-orders, etc.	18,105	21,868	20.7	.....
Letters containing receipts, paid notes, etc.	28,135	31,230	11.0	.....
Letters containing postage-stamps	92,228	98,129	6.4	.....
Letters containing nothing of value	1,847,350	1,937,926	2.0	.....
Photographs	25,835	29,453	14.1	.....
Parcels of merchandise, books, etc.	39,443	32,039	.....	18.7
Outstanding in hands of postmasters:				
Letters containing money	717	906	26.3	.....
Letters containing drafts, notes, etc.	2,327	2,314	.....	.5
Registered parcels, merchandise, books, etc.	20	37	85	.....
Under treatment looking to delivery:				
Letters containing money	1,030	1,309	32.1	.....
Letters without inclosures	20,200	42,978	112.7	.....
Filed upon failure to deliver, subject to reclamation:				
Letters containing money	3,960	4,496	13	.....

Treatment and disposition of mail matter received and on hand—Continued.

	1896.	1887.	Increase.	Decrease.
Filed upon failure to delivery, subject to reclama- tion—Continued.				
Letters containing drafts, notes, etc.....	882	1, 871	55. 4	.....
Letters containing receipts, paid notes, etc..	3, 838	3, 829	.....	00. 2
Letters containing postage-stamps.....	4, 281	5, 649	31. 8	.....
Photographs.....	4, 938	3, 763	16. 5	.....
Parcels of merchandise, books, etc.....	41, 700	39, 801	.....	5.
Destroyed:				
Letters without inclosures which could not be returned to writers.....	2, 053, 929	2, 464, 760	20. 4	.....
Parcels containing pamphlets, fruit, seeds, etc.....	11, 033	0, 887	.....	11. 5
<i>Foreign dead mail matter.</i>				
Returned to country of origin:				
Registered letters.....	10, 777	12, 506	16. 8	.....
Ordinary letters.....	353, 204	391, 990	10. 9	.....
Printed matter, samples, etc.....	28, 982	24, 944	8. 8	.....
Delivered to addressees upon application:				
Registered letters.....	381	183	.....	51. 9
Ordinary letters.....	167	203	21. 5	.....
Printed matter, samples, etc.....	108	283	143. 5	.....
Misdirected matter forwarded to corrected ad- dress:				
Registered letters.....	60	224	278. 3	.....
Ordinary letters.....	13, 008	11, 412	.....	12. 2
Printed matter, samples, etc.....	5, 918	5, 465	.....	7. 6
On hand under treatment at close of year:				
Registered letters.....	203	312	53. 6	.....
Ordinary letters.....	3, 528	3, 591	148. 8	.....
Matter returned from foreign countries:				
Registered letters.....	1, 786	1, 832	2. 5	.....
Ordinary letters.....	168, 868	161, 262	.....	4. 5
Postal cards.....	10, 100	12, 642	25. 1	.....
Printed matter, samples, etc.....	82, 532	37, 451	15. 1	.....
Registered matter:				
Delivered to addressees or returned to senders.	15, 043	16, 661	10. 6	.....
Sent to postmasters and awaiting receipt.....	66	88	32. 3	.....
Filed upon failure to discover ownership.....	608	954	56. 9	.....
<i>Letters containing money and negotiable paper.</i>				
Value of inclosures in matter opened :				
Number of letters containing money.....	15, 911	17, 745	11. 5	.....
Amount of money contained therein.....	\$28, 130. 41	\$29, 687. 10	5. 5	.....
Number of letters containing notes, drafts, money-orders, etc.....	19, 488	23, 226	19. 1	.....
Value contained therein.....	\$1, 240, 506. 89	\$7, 644, 486. 56	516. 2	.....
Value of inclosures in matter restored to owners:				
Number of letters containing money restored to owners.....	12, 138	12, 725	4. 8	.....
Amount of money inclosed therein.....	\$21, 732. 00	\$22, 630. 12	4. 1	.....
Number of letters in hands of postmasters for restoration to owners.....	717	906	12. 4	.....
Amount of money contained therein.....	\$2, 960. 62	\$2, 744. 27	.....	7. 3
Letters on hand and filed on failure to dis- cover owner.....	5, 016	5, 867	16. 9	.....
Amount of money contained therein.....	\$8, 261. 66	\$8, 915. 32	7. 9	.....
Number of letters containing drafts, notes, money-orders, etc., restored to owners.....	18, 105	21, 868	20. 7	.....
Value contained therein.....	\$1, 121, 154. 74	\$7, 581, 761. 10	576. 2	.....
Number in hands of postmasters for restora- tion to owners.....	2, 327	2, 314	.....	0. 5
Value contained therein.....	\$34, 066. 58	\$304, 079. 57	.....	8. 9
Number filed on failure to discover owner.....	862	1, 371	55. 4	.....
Value contained therein.....	\$100, 667. 64	\$82, 742. 47	.....	7. 8

DEAD LETTER OFFICE—AMOUNT OF MATTER TREATED. 955

Statement showing number of pieces of dead mail matter treated in the Dead Letter Office during the fiscal year ended June 30, 1887.

Class.	Number.
Domestic mailable letters:	
Unopened from last fiscal year	
Received during the year	4,282,761
Returned on failure to deliver to writer (without inclosures)	239,816
	4,522,577
Domestic unmailable letters:	
Held for postage—	
From last fiscal year	263
Received during the year	128,469
	128,732
Containing unmailable articles	2,155
Misdirected	377,997
Blanks (without address)	19,110
	527,904
Domestic third and fourth class matter (parcels)	67,823
Foreign matter:	
From last fiscal year	3,523
Received during the year	408,673
	412,196
Printed matter, samples, returnable to country of origin	30,672
	442,868
Registered matter:	
Domestic mailed	4,388
Foreign mailed on hand and received	13,315
	17,703
Grand total	5,578,065

Class.	Delivered unopened.	Opened.	On hand.
Domestic mailable letters	70,712	4,212,049	
Domestic unmailable letters:			
Held for postage	4,514	123,996	222
Containing unmailable articles		2,155	
Misdirected	83,702	294,295	
Without address		19,110	
Registered letters	2,250	2,138	
Domestic third and fourth class matter		67,823	
Foreign matter:			
Ordinary letters	403,605		8,501
Registered letters	13,003		312
Printed matter, samples, etc	30,672		
	608,458	4,721,566	9,125
Total			5,340,149
Letters without inclosures returned on failure to deliver to writers and destroyed			239,816
Grand total			5,578,065

Statement showing the disposition of mail matter opened in the Dead-Letter Office during the fiscal year ended June 30, 187.

	Containing money.		Containing drafts, checks, notes, etc.		Containing merchandise, books, etc.		Containing receipts, paid notes, etc.		Containing photographs.		Containing postage-stamps.		Containing nothing of value.		Total.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
RECEIVED.																
Outstanding in the hands of postmasters at close of last fiscal year	717	\$2,960.62	2,327	\$334,096.58	20										3,064	\$337,059.20
On hand undispensed of at Dead-Letter Office at the close of last fiscal year	1,036	1,631.00			81,544		34,559		35,250		103,778		59,200		21,236	1,651.00
Received during the year	17,745	59,087.10	23,226	7,644,486.50									4,425,464		4,721,568	7,674,173.66
Total	19,498	34,298.72	25,553	7,978,583.14	81,564		34,559		35,250		103,778		4,445,664		4,745,806	8,012,881.86
DISPOSITION.																
Delivered to owners	12,735	22,639.12	21,868	7,581,761.10	32,039		31,230		29,497		98,129		1,937,926		2,163,414	7,604,263.55
Filed in Dead-Letter Office on failure to deliver to owners	4,496	6,672.53	1,371	92,742.47	39,601		3,329		5,753		5,649		2,461,760		60,201	99,549.09
Destroyed on failure to deliver to owners.					9,887										2,474,647	
On hand in Dead-Letter Office undispensed of	1,369	2,242.78													44,347	2,242.78
Outstanding in the hands of postmasters for restoration to owners	906	2,744.27	2,314	304,070.57	37										3,257	306,823.84
Total	19,498	34,298.72	25,553	7,978,583.14	81,564		34,559		35,250		103,778		4,445,664		4,745,806	8,012,881.86

DEAD LETTER OFFICE—UNMAILABLE AND FOREIGN MATTER. 957

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, 1887.

Received.	Number.	Disposition.	Number.	Total.
Held for postage:		Held for postage:		
Foreign address	14,431	Circulars sent to collect postage:		
Domestic address	114,038	Foreign address	4,604	
	128,469	Official forwarded	230	
Misdirected	409,434	Returned to card address	658	
Without address	19,110	Opened	192,968	128,469
Unmailable, containing coin, lottery tickets, etc	2,155	Misdirected:		
Hotel	127,605	Turned over to foreign division	47,896	
Fictitious	22,007	Address corrected and forwarded	82,731	
Returned misdirected	16,399	Returned to card address	971	
		Opened	277,896	409,434
		Without address, opened		19,110
		Unmailable (containing coin, etc.), opened		2,155
		Hotel:		
		Turned over to foreign division	9,160	
		Opened	118,031	
		Returned to card address	414	127,605
		Fictitious:		
		Turned over to foreign division	503	
		Opened	21,504	22,007
		Returned, misdirected, opened		16,399
Total	725,179	Total	725,179	
Parcels:		Parcels:		
Held for postage	5,704	Examined and turned over to other divisions		42,442
Misdirected	9,716			
Without address	15,311			
Containing unmailable articles	19,990			
Excess of weight and measure	721			
Total	42,442	Total	42,442	
Grand total	767,621	Grand total	767,621	

Statement showing dead mail matter of foreign origin received and disposed of during the fiscal year ended June 30, 1887.

Received.		Disposition.				
Class.	Number.	Class.	Returned to country of origin.	Delivered to addressees.	Misdirected letters forwarded to corrected address.	On hand.
Registered letters—		Registered letters	12,596	183	224	812
On hand July 1, 1886	203					
Received during the year	13,112					
	13,315	Ordinary letters	391,990	203	11,412	8,591
Ordinary letters—		Parcels and printed matter	24,944	263	5,465	.....
On hand July 1, 1886	3,523					
Received during the year	408,073					
	412,190	Total	429,580	649	17,101	8,903
Parcels and printed matter	30,072					
Total	456,183					

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, 1887.

Class.	Number.
Registered letters.....	1, 632
Ordinary letters.....	174, 084
Parcels and printed matter.....	37, 451
Total.....	213, 317

Table showing number of pieces of undelivered matter returned to and received from each of the foreign countries.

	Returned to—				Received from—			
	Registered.	Ordinary.	Parcels, etc.	Total.	Registered.	Ordinary.	Parcels, etc.	Total.
Antigua.....	1	30	2	33				
Argentine Republic.....	38	475	16	529		577	96	673
Austria-Hungary.....	2, 029	20, 710	1, 218	24, 529				
Bahamas.....	1	405		406		230		230
Bangkok, Siam.....		5		5				
Barbadoes.....	1	155	1	157	1	262	122	385
Belgium.....	77	1, 618	944	2, 639				
Bermuda.....	4	258	2	264		230		230
Bolivia.....		4		4				
Brazil.....	54	461	15	530		727		727
British Guiana.....	4	91	4	99		61	94	155
British Honduras.....	3	40	3	46		32		32
British India.....	21	579	52	652				
Bulgaria.....	3	19	1	23				
Canada.....	1, 613	89, 571	814	91, 998	745	72, 307	2, 768	75, 820
Ceylon.....	1	33		34				
Chili.....	5	278	6	289		342	1, 639	1, 981
China, United States postal agency at Shanghai.....	2	5	4	11				
Costa Rica.....	16	74	1	85		78	497	575
Cuba.....	41	1, 112	22	1, 175		1, 521	1, 341	2, 762
Danish West Indies.....	1	127		128		125		125
Denmark.....	41	4, 311	137	4, 489				
Dominica.....		3		3	1	2	3	6
Ecuador.....	2	56		58				
Egypt.....	18	200	8	226				
France.....	345	7, 210	8, 558	16, 113		4, 131	3, 288	7, 419
French West Indies.....	4	42	1	47				
Germany.....	2, 680	66, 191	1, 512	70, 383				
Gibraltar.....	9	104	3	116	1	38	3	42
Great Britain.....	1, 291	94, 629	4, 163	100, 083	749	43, 770	7, 443	51, 962
Greece.....	16	205	4	225				
Grenada.....		8		8				
Guatemala.....	2	113	6	121	2	71	12	85
Hawaii.....	22	501	8	531	4	519		523
Haiti.....	2	67	4	73		65		65
Honduras, Republic of.....	1	71		72				
Hong-Kong.....	5	3, 197		3, 202		279		279
Italy.....	971	29, 899	2, 874	33, 744	107	2, 242	1, 731	4, 080
Jamaica.....	2	300	5	307	4	258	6	268
Japan.....	14	449	257	720		254	80	334
Java, Netherlands Indies.....	8	65	3	76		83	5	88
Liberia.....		11		11				
Luxemburg.....	41	418	9	468				
Malta.....	6	69	1	76				
Mauritius.....	2	29		31				
Mexico.....	66	4, 075	69	4, 210	91	6, 675	103	6, 869
Monaco.....	1	10		11				
Montserrat.....		4		4				
Netherlands.....	39	1, 956	710	2, 705				
Netherlands West Indies.....	2	73		75				
Nevis.....		1		1				
Newfoundland.....	8	425	5	438	1	1, 525	15	1, 541
New South Wales.....	29	751	22	802	22	1, 245		1, 267
New Zealand.....	11	512	10	533	6	375	586	967
Nicaragua.....		60		60	1	162		163
Norway.....	127	10, 488	333	10, 488				
Paraguay.....	4	2		6				

Table showing number of pieces of undelivered matter returned, etc.—Continued.

	Returned to—				Received from—			
	Registered.	Ordinary.	Packages, etc.	Total.	Registered.	Ordinary.	Packages, etc.	Totals.
Persia		9		9				
Peru	5	188	1	194	23	410		433
Philippines	2	33		35				
Porto Rico	2	136		138				
Portugal	121	2,574	40	2,735	21	400	411	832
Queensland	13	255	3	271	11	333	3	347
Roumania	61	946	14	1,021				
Russia	1,520	13,718	262	15,500				
St. Christopher		54		54				
St. Lucia		10		10		18	2	20
St. Vincent		24		24		5		5
Salvador, Republic of		17		17		8		8
Santo Domingo	2	63		65	1	85		86
Servia	4	14		18				
Society Islands		13		13				
Spain	53	857	2,101	3,011	9	304	618	831
Straits Settlements	4	42		46		23		23
Surinam	2	10		12				
Sweden	211	24,954	421	25,586				
Switzerland	247	3,921	231	4,399				
Tasmania		37		37	1	32		33
Tobago		1		1				
Trinidad	2	107		109		128		128
Turkey	17	181	9	207				
Turk's Islands	1	18		19				
United States of Colombia	16	477	11	504		1,202		1,202
Uruguay	12	127	4	143				
Venezuela	3	124	8	135				
Victoria	20	525	32	577	17	874	69	950
Postal Union					2	30,282	10,704	40,988
Miscellaneous					11	1,701	12	1,724
Total	12,596	391,990	24,914	420,530	1,832	174,034	37,451	213,317

Statement showing the number, classification, and disposition of dead registered letters received at the Dead-Letter Office during the fiscal year ended June 30, 1887.

Class.	Number.	Disposition.	Number.
Domestic:		Delivered without being opened:	
Official	37	To foreign division	13,112
Ordinary	2,138	To Executive Departments	37
Request	2,213	Card and request	2,213
	4,388	Opened	2,138
Foreign	13,112	Total	17,500
Total	17,500		

Contents of letters opened.	Number.	Disposition of letters opened.				Total.
		Delivered.	Filed.		Outstanding.	
			At once.	Returned and filed.		
Money	508	371	13	87	37	508
Drafts, money-orders, checks, etc.	163	121	2	31	14	168
Photographs, receipts, stamps, etc.	199	161	25	13		199
Merchandise	309	176		96	37	309
Nothing of value	954	267	503	184		954
Total	2,138	1,006	543	411	88	2,138

Particular attention is invited to the table exhibiting in detail the amount of the several classes of matter received and handled during the last fiscal year as compared with corresponding items in the preceding year. It will be observed that the large increase in the total number of letters received, viz, 543,665—or about $11\frac{1}{8}$ per cent. more than during the previous year—attaches, with few exceptions, proportionately to each item involved, in a ratio probably corresponding to the increase of matter committed to the mails. Part of this extraordinary increase is doubtless due to the more efficient observance by postmasters of the regulations requiring prompt and complete returns of undelivered mail matter. It is certain that a considerable amount has been sent which was found to have accumulated for long periods, extending in some instances back through several years. Another portion of the increase may be accounted for in the greater care exercised by postmasters and postal clerks in detecting and sending up matter not properly transmissible in the mails. In other words, the amount of matter which reaches this office is justly to be considered not only with reference to the volume of matter intrusted to the mails, but to the degree of diligence observed in properly withdrawing unmailable matter and promptly returning for disposition that which is undeliverable.

The only decrease worthy of special note is found in the quantity of third- and fourth class matter of obvious value, which decrease is believed to be largely due to the more general practice of senders in requesting its return by indorsement on the wrapper, thus enabling postmasters to return it direct under the conditions required by postal regulations.

The increase of mail matter received entails upon the clerical force of the office as now constituted an amount of labor not commensurate with the promptitude and care which it has heretofore received, and with which it ought always to be treated, and I respectfully recommend that such addition to the force be made as may be found necessary to give to the work that exact, systematic, and thorough disposition to which it is fairly entitled.

It affords me pleasure in this connection to acknowledge the hearty co-operation of and zealous and efficient services rendered by the chief clerk and the clerical force of the office in the discharge of their several duties. They have met the extraordinary pressure with commendable spirit and energy, no less creditable than it is gratifying.

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

JOHN B. BAIRD,
Superintendent.

Hon. WILLIAM F. VILAS,
Postmaster General.

ANNUAL REPORT
OF THE
SUPERINTENDENT OF THE MONEY-ORDER SYSTEM
FOR THE
FISCAL YEAR ENDED JUNE 30, 1887.

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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., November 7, 1887.

SIR: I have the honor to submit herewith the report for the fiscal year ended June 30, 1887, of the Postal Money-Order System of the United States, which, in no small degree, is a meter of the financial condition of the large class of people of small means who have occasion to make what might be termed domestic remittances.

Table A, annexed hereto, exhibits by fiscal years, from the establishment of the business until the close of the term covered by this report, the total amount of domestic money-order transactions.

NUMBER OF MONEY-ORDER OFFICES.

There were in operation June 30, 1886, 7,357 domestic money-order offices; there were established during the year just closed 521; and there were discontinued 25; so that on June 30, 1887, the total number of such offices was 7,853. Since that date 390 offices have been added to the list, and 7 offices have been discontinued; making the total number of money-order offices in operation at the date of this report 8,236.

NUMBER OF POSTAL-NOTE OFFICES.

The act of Congress approved January 3, 1887, empowered the Postmaster-General to extend the privilege of issuing postal-notes only, but not the right to pay them, to small post-offices where the extent of the postal business was insufficient to warrant the granting of money-order facilities, and thereby to afford the residents of such localities a cheap and convenient mode of making small remittances to the neighboring towns and larger cities.

On the 5th of July, 1887, 197 such postal-note offices were established, to which number 32 were added on the 3d ultimo, making 229 in operation at the date of this report.

It is not improbable that the number of such offices may be very largely increased within the coming year by reason of the circumstance that the Department, in a recently executed contract, made arrange-

ments for supplying for their use books containing small quantities of postal-notes, thereby obviating the necessity of the exaction of heavy bonds to cover the postmasters' responsibility.

ISSUES AND PAYMENTS OF DOMESTIC MONEY-ORDERS.

The number of domestic money-orders issued during the year was	
9,232,177, aggregating in amount	\$117,462,660.89
And the number of such orders paid during the same	
period was 9,139,562, of the value of.....	\$116,406,329.38
In addition to which money-orders were repaid to	
the number of 71,265, amounting to	857,697.28
Making the total amount of payments and repayments	117,264,026.66
And the excess of issues over payments and repayments	198,634.23
The gross amount of the fees received by postmasters from the public	
for the issue of domestic money-orders was	912,876.40

As compared with the preceding year the number of orders issued, therefore, increased by 1,291,875, or 16.27 per cent.; the number of orders paid by 1,262,249, or 16.02 per cent.; and the number of orders repaid by 12,418, or 21.10 per cent.

The average amount of the orders issued was \$12.72, being \$1.61 less than the average for the previous year.

The decrease in gross amount of fees received was \$8,900.63, and the average fee was 9.88 cents, or 1.73 cents less than that of the preceding fiscal year.

These figures furnish conclusive evidence of the fact that the decrease at the beginning of the last fiscal year of the fee for orders not exceeding \$5 from 8 cents to 5 cents very materially increased the sale of such small orders.

This is the obvious deduction from the great diminution of the average fee, which in 1884 was 12.12 cents; in 1885, 11.96 cents; and in 1886, 11.61 cents; and from the very considerable decrease in the average amount of the orders issued, the same being as stated, \$12.72, while during 1884 the average amount was \$15.58; during 1885, \$15.26; and during 1886, \$14.33.

The increase in the amount of orders issued was \$3,643,139.68, or 3.2 per cent.; the increase in the amount of orders paid was \$3,334,339.90, or 2.95 per cent.; and the increase in the amount of orders repaid was \$44,223.72, or 5.44 per cent.

ISSUES AND PAYMENTS OF POSTAL NOTES.

The number of postal notes issued during the year was 6,307,552, of	
the total value of.....	\$11,768,824.61
And the number of notes paid during the same time	
was 6,204,453, amounting to.....	\$11,572,081.27
While the notes repaid at the offices of issue numbered	
81,553, and aggregated	154,686.24
Making the total amount of payments and repayments.....	11,726,767.51
And the excess of issues over payments and repayments	42,057.30
The aggregate amount of fees received from the public was.....	189,844.56

This statement shows an increase in the amount of postal notes issued of \$50,814.76, equivalent to .43 per cent.; in the amount of postal notes paid and repaid of \$59,836.78, equivalent to .51 per cent.; and in the

amount of fees received of \$9,511.41, or 5.27 per cent. It likewise exhibits an increase in the number of postal notes issued of 308,124, or 5.13 per cent.; and of the number of postal notes paid and repaid of 333,306, or 5.61 per cent.

Here also is plainly discernible the influence of the reduction of the fee upon money-orders for small amounts, and the consequent selection by many of the safer money-order when the amount was less than \$5, for the ratio of increase in the number of postal notes issued was 18.61 per cent. during the fiscal year 1886, and the ratio of increase in the amount thereof was 17.22 per cent.

The average amount of the notes issued was \$1.87, the same being 8 cents less than the average of the fiscal year ended June 30, 1886.

WAR CLAIMS.

During the past fiscal year the Paymaster-General of the United States Army continued the practice of effecting payment, by means of money-orders, of the claims of colored soldiers for services rendered in the late war. These orders to the amount of \$25,723.16—an increase of \$19,375.41 over the previous year—were transmitted by this office to the respective paying postmasters, accompanied by very precise instructions regarding the identification of the payees. These cases not infrequently lead to disputes between claimants, and give rise to much laborious correspondence on the part of this Department.

DUPLICATE MONEY-ORDERS.

There were issued by this office during the last fiscal year 19,346 duplicate money-orders, an increase of 1,228 over the preceding year; and 4,515 duplicate postal notes, a decrease, as compared with the previous year, of 194.

These duplicates were drawn, in accordance with law, upon applications setting forth the loss or destruction of the originals in the case of money-orders; and in the case of both money-orders and postal notes upon applications accompanied by the originals, when the latter had become invalid by reason of non-payment within the prescribed period of limitation; and in the case of money-orders alone when the originals had received more than one indorsement, in violation of law, or had been drawn in favor of lotteries, gift enterprises, or similar concerns declared by the Postmaster-General to be fraudulent within the terms of section 4041, Revised Statutes.

Table B, in the appendix, exhibits separately the number of duplicate postal notes and of duplicate money-orders issued, and classifies the causes which rendered necessary the issue of the latter.

DRAFTS AND TRANSFERS.

Postmasters at money-order offices are provided, when occasion requires, with funds for the payment of money-orders by means of drafts upon the postmaster at New York, N. Y. If the postmaster's receipts from the sale of money-orders ordinarily suffice for the payment of orders drawn upon him, and he require additional funds only in an occasional emergency, a single draft is transmitted to him. If the current of his business is such that he is continuously called upon to pay orders for amounts exceeding his receipts, he is furnished with a small book of drafts, and with a letter of credit, for a convenient round sum, upon

the postmaster at New York. This credit may be renewed from time to time, as may the supply of drafts.

The total amount of drafts paid by the postmaster at New York during the fiscal year ended June 30, 1887, was \$12,663,830.93.

Before asking aid from the Department, however, the postmaster must exhaust his available postal funds received by him from the sale of stamps, stamped envelopes, etc. Such funds are transferred from the postal to the money-order account, and notice thereof forwarded to the Department. These transfers are partially repaid by similar transfers from time to time from the money-order to the postal funds, and once each quarter the balance due the postal fund, upon settlement of accounts by the Auditor, is reported by the latter, and the amount thereof is deposited under direction of this office 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 quarterly transactions of this character for the past fiscal year as reported by the Auditor, are shown in the following statement:

	Quarter ended September 30, 1886.	Quarter ended December 31, 1886.	Quarter ended March 31, 1887.	Quarter ended June 30, 1887.
From postage to money-order funds.....	\$141,229.20	\$154,847.85	\$148,136.81	\$148,592.87
From money-order to postage funds	19,587.59	22,210.09	14,563.96	13,164.05
Balance due postage funds	121,641.61	132,637.76	133,632.95	135,418.82

SUMMARY.

Balances due postage funds as follows:

Quarter ended September 30, 1886.....	\$121,641.61
Quarter ended December 31, 1886.....	132,637.76
Quarter ended March 31, 1887.....	133,632.95
Quarter ended June 30, 1887.....	135,418.82
Total.....	<u>523,331.14</u>

Amounts retransferred under the direction of Superintendent, and deposited with assistant treasurer at New York to credit of Treasurer of United States for service of Post-Office Department:

January 29, 1887.....	\$103,891.03
May 11, 1887.....	132,637.76
October 13, 1887.....	133,632.95
November 5, 1887.....	135,418.82
To which should be added a balance due the money-order fund June 30, 1886, of.....	17,750.58
Total.....	<u>523,331.14</u>

Exception to the mode of furnishing postmasters at money-order offices with funds is made in the case of offices situated upon the Pacific coast, which, on account of their great distance from the capital, are more conveniently supplied from San Francisco, Cal., and Portland, Oregon.

The former office transmitted to neighboring post-offices during the year just past the sum of \$153,633, and the latter the sum of \$69,140

REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

All postmasters at money-order offices are required by the regulations of the Department to transmit daily to some other post-office, designated as a depository, their surplus money-order funds, comprising all such funds in excess of the sum of the unpaid advices which have been in the postmaster's hands less than two weeks, or in excess of the fixed

sum which the postmaster is authorized to retain, and which is termed his reserve.

The total amount of such remittances forwarded by mail during the last fiscal year was \$98,259,379.82.

LOST REMITTANCES.

There were brought to the notice of this office during the last fiscal year 57 cases of the alleged loss of remittances of surplus money-order funds, 6 of which were actually forwarded during the previous year, but the loss of which was not notified to the Department until after its close.

There were subsequently recovered the amounts of 4 remittances, aggregating \$206, and the correspondence in the possession of this office relating to the remaining 53 remittances, of the total value of \$4,312, was referred to the Assistant Attorney-General for the Post-Office Department, so that he might consider the cases, and prepare them for settlement by the Postmaster-General, who is authorized by the act of Congress of March 17, 1882, to allow postmasters credit for such losses if incurred without fault or negligence on their part.

Table C, in the Appendix, contains a complete description of all the remittances in question.

ERRONEOUS PAYMENTS OF MONEY-ORDERS.

There were received at this office in the past year complaints regarding the improper payment of 47 money-orders, the same being in the ratio of one order to each 194,459 money-orders paid.

Table D, in the Appendix, includes the full particulars of 134 money-orders said to have been wrongfully paid, the total amount of which is \$3,047.21; of these 46, amounting to \$1,151.74, had remained unsettled June 30, 1886, and 41 others, arising before July 1, 1886, were not reported to this office until after that date.

From the table in question it appears: 1. That post-office inspectors succeeded in recovering and in paying to the owners the sum of \$634.23, the amounts of 34 orders. 2. That 18 orders, of the total value of \$456.61, had been correctly paid in the first instance. 3. That postmasters at fault for failure to use due precaution under the regulations were charged with the amounts of 39 orders, in all \$646.36, which they were directed to pay over to the true payees. 4. That the United States assumed a loss in 4 cases, amounting to \$120.66, where the blame for wrong payment was not sufficiently established to warrant a demand for restitution upon the postmasters. 5. That the payees of the orders in 5 cases, involving \$197, were held responsible because of their own negligence, and that claims to the amounts of 34 orders, a total of \$992.35, were unsettled on June 30, 1887.

REVENUES AND EXPENSES.

The Auditor for this Department has reported the receipts and expenses for the domestic money-order business for the past fiscal year to be as follows:

RECEIPTS.

Amount received for fees on orders issued.....	\$912,876.40
Amount of gain.....	200.52
Amount of premiums, etc.....	999.65
Total.....	<u>914,076.57</u>

EXPENDITURES.

Amount allowed postmasters for commissions	\$297, 527. 51
Incidental expenses	92, 753. 65
Lost remittances, burglaries, etc	10, 507. 69
Bad debts	1, 669. 74
	<u>\$402, 458. 59</u>

Excess of receipts over expenditures, being gross revenue 511, 617. 98

As in former years, the item "incidental expenses" includes the cost of stationery used in post-offices exclusively in the transaction of money-order business, and of money-order blanks, blank-books, printed matter of all kinds, and money-order dating stamps.

The blanks, blank-books, and printed matter for the year cost \$48,679.15 on account of domestic business alone, and of this amount the sum of \$6,972.89 was paid for work and material ordered in the previous year. The total cost of blanks, blank-books, etc., for domestic and international money-order business and for postal-note business was \$54,090.65, of which \$7,901.87 were paid on account of requisitions of the preceding year.

The Auditor has also reported the revenues and expenses of the postal-note business for the year ended June 30, 1887, as follows:

RECEIPTS.

Amount received for fees on notes issued..... \$189, 844. 56

EXPENDITURES.

Amount allowed postmasters:	
For commissions	\$53, 701. 34
Incidental expenses	29, 169. 38
	<u>82, 870. 72</u>

Excess of receipts over expenditures, being gross revenue 106, 973. 84

In this statement the item "incidental expenses" is composed, for the most part, of the sums paid during the year for the blank postal-note forms, amounting in all to \$20,939.61.

THE INTERNATIONAL MONEY-ORDER BUSINESS.

On the 1st of April, 1887, two new money-order conventions went into operation, one between the United States and Norway, the other between the United States and the Netherlands, copies of which will be found in the Appendix.

It is not improbable that in the current year conventions for a similar purpose will be concluded with Denmark and the Empire of Austria-Hungary.

On June 30, 1886, there were 1,587 post-offices authorized to transact international money-order business; to this number 58 were added during the last fiscal year, and 3 were discontinued, making the total number of such offices June 30, 1887, 1,642.

Since the close of the year 60 additional international offices have been authorized to commence business, and 1 office has been discontinued. At the date of this report, therefore, there are 1,701 money-order offices empowered to transact international as well as domestic money-order business.

STATISTICS OF THE INTERNATIONAL MONEY-ORDER BUSINESS.

The subjoined tabular statement exhibits the money-order transactions of the United States with each of twenty-two foreign countries,

embracing the number and amount of such transactions, and likewise a comparison thereof with the numbers and amounts of the preceding year, so as to show both the amount and percentage of increase or decrease in each case:

Country.	No. of orders issued.	Amount of orders issued.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	Amount of fees received.
Canadian.....	64,186	\$1,112,553.95	101,333	\$1,267,267.75	414	\$6,521.32	\$13,328.15
British.....	292,748	3,818,940.59	44,194	674,662.68	1,033	11,714.18	48,834.95
German.....	175,213	2,448,353.23	49,929	1,450,744.59	604	7,184.28	30,962.75
Swiss.....	25,746	437,255.71	6,569	180,477.41	82	1,445.65	5,193.25
Italian.....	27,420	702,553.50	1,374	37,649.21	95	1,383.44	7,566.45
French.....	12,955	191,141.78	4,036	75,359.98	110	1,455.76	2,388.45
Jamaica.....	186	3,035.71	2,014	69,380.54	4	69.34	37.40
New Zealand.....	327	6,983.13	1,803	25,235.73	1	9.74	80.75
New South Wales.....	274	6,354.31	1,344	24,609.43	5	74.11	71.00
Victoria.....	303	6,548.27	1,067	17,087.40	6	32.55	75.40
Belgian.....	1,894	31,088.51	1,250	34,051.14	13	182.59	374.50
Portuguese.....	382	9,090.65	465	19,557.39	5	96.65	101.25
Swedish.....	11,336	216,484.89	1,524	43,850.56	20	316.52	2,545.15
Tasmania.....	10	122.02	147	2,134.55	1	6.00	1.80
Windward Islands.....	149	2,136.52	1,401	47,691.03	2	5.01	26.70
Japanese.....	303	6,440.11	605	12,688.46	.....	.....	72.65
Cape Colony.....	32	998.92	237	3,359.61	1	4.87	11.80
Hawaiian.....	190	3,151.11	2,076	30,234.92	2	50.00	38.90
Queensland.....	42	599.85	373	5,542.63	.....	.....	7.66
Leeward Islands.....	81	966.66	138	3,286.89	.....	.....	13.90
Norway.....	1,275	25,982.15	127	3,634.16	.....	.....	299.10
Netherlands.....	339	4,728.78	185	3,418.47	.....	.....	61.40
Total.....	615,405	9,035,530.31	223,122	4,018,703.93	2,398	30,532.01	112,093.30

Country.	Amount of increase or decrease in orders issued as compared with 1885-'86.	Percentage of increase or decrease in issue.	Amount of increase or decrease in orders paid as compared with 1885-'86.	Percentage of increase or decrease in payments.	Amount of increase or decrease in fees received as compared with 1885-'86.	Percentage of increase or decrease in fees.
Canadian.....	\$243,319.97	27.99	\$25,406.36	2.04	\$226.35	1.80
British.....	921,218.70	31.79	18,027.98	2.74	1,852.30	8.94
German.....	247,033.04	11.22	9,097.95	.63	*3,974.03	*11.37
Swiss.....	131,843.91	43.17	6,561.16	3.77	662.90	14.63
Italian.....	125,866.22	21.81	812.35	3.20	*406.50	*5.09
French.....	33,501.24	21.25	*4,531.94	*5.67	*48.35	*1.98
Jamaica.....	248.59	8.84	9,900.09	19.61	*5.90	*13.62
New Zealand.....	229.14	3.39	*1,898.30	*7.82	*11.80	*12.74
New South Wales.....	2,597.96	69.16	*1,353.93	*5.11	15.80	28.62
Victoria.....	1,336.44	25.64	1,524.61	9.80	2.70	3.71
Belgian.....	5,563.77	21.79	3,670.54	12.08	11.45	3.15
Portuguese.....	3,096.55	68.53	*4,993.89	*20.33	23.65	28.81
Swedish.....	103,011.29	90.78	3,443.82	8.52	911.85	55.82
Tasmania.....	*83.40	*41.17	643.17	43.12	*1.15	*38.98
Windward Islands.....	528.90	32.98	22,259.00	87.52	3.40	14.59
Cape Colony.....	577.67	137.13	81.57	2.49	5.70	93.44
Hawaiian.....	459.38	17.06	*4,740.72	*13.55	1.65	4.42
Queensland.....	111.05	22.87	*1,550.65	*21.86	.65	9.36

* Decrease. Each amount not marked with an asterisk represents an increase.

Japanese exchange did not go into effect until October 1, 1885.
 Leeward Islands exchange did not go into operation until January 1, 1886.
 Norway exchange did not go into operation until April 1, 1887.
 Netherlands exchange did not go into operation until April 1, 1887.

This table shows an increase in the number of international money-orders issued of 121,982, or 24.72 per cent.; and in the amount of such orders issued of \$1,856,744.10, or 25.86 per cent.; in the number of international orders paid and repaid of 13,306, equal to 6.29 per cent.; and

of \$104,897.57, equivalent to 2.65 per cent. in the amount paid and repaid.

It likewise shows, notwithstanding the increase of business, a decrease of fees received amounting to the small sum of \$302.90, or less than three-tenths of 1 per cent., due to the reduction of the fee from $1\frac{1}{2}$ to 1 per cent. on the amounts, of orders made January 1, 1886, and consequently in force but half of the fiscal year 1886.

The average amount of the international orders issued was \$14.68, while that of the preceding year was \$14.55; and the average amount of the international orders paid was \$18.09 as compared with \$18.71, the average amount for the fiscal year ended June 30, 1886.

In the total volume of the international money-order business, including orders issued, paid, and repaid, there was an increase of \$1,961,641.67, or 17.63 per cent., and in number 135,288, or 19.19 per cent.

REVENUE FROM INTERNATIONAL MONEY-ORDER BUSINESS.

It appears from data furnished by the Auditor's Office that the revenues which accrued from the transaction of international money-order business during the year were as follows:

From the Canadian business	\$13,058.24
From the British business.....	15,743.98
From the German business.....	35,826.36
From the Swiss business.....	9,242.23
From the Italian business.....	20,581.23
From the French business.....	4,431.58
From the Jamaica business.....	467.96
From the New Zealand business.....	161.10
From the New South Wales business.....	211.44
From the Victoria business.....	145.92
From the Belgian business.....	414.39
From the Portuguese business.....	116.18
From the Tasmania business.....	5.32
From the Hawaiian business.....	311.31
From the Queensland business.....	33.13
From the Cape Colony business.....	24.46
From the Windward Islands business.....	359.87
From the Japanese business.....	121.69
From the Leeward Islands business.....	31.20
Total.....	101,287.59
Loss from Swedish business.....	\$402.76
Loss from Norwegian business.....	115.96
Loss from Netherlands business.....	25.24
	543.96
Total international revenue.....	100,743.63

GENERAL FINANCIAL RESULTS.

The total transactions in orders of all kinds and postal notes issued during the last fiscal year numbered 16,155,134, of the value of \$138,267,016.01, and in orders and notes paid and repaid, 15,721,353, amounting to \$133,040,050.11, while the gross amount of all the fees received by postmasters from the public was \$1,214,814.26.

The total volume of business, therefore, increased by 1,721,981 remittances by money-order and postal note, or 11.91 per cent., and the total amount by \$5,550,698.54, or 4.18 per cent.

The total revenues from all sources, as reported by the Auditor, were deposited quarterly, as shown below, 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, as required by section 4050 of the Revised Statutes :

Quarter ended—	Amount.	Deposited—
September 30, 1886.....	\$152, 731. 21	January 25, 1887.
December 31, 1886.....	209, 113. 87	May 12, 1887.
March 31, 1887.....	179, 816. 05	July 27, 1887.
June 30, 1887.....	178, 174. 32	November 5, 1887.
Total.....	719, 835. 45	

During the year, however, the following expenses, properly chargeable to the money-order business, were paid from appropriations :

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.....	232, 586. 56
Stationery furnished for use in the Superintendent's office.....	598. 02
Books, blanks, printing, and stationery furnished for use in the money-order division of the Auditor's office.....	10, 138. 55
One-half of salaries of employes in the money-order building, under the supervision of the superintendent of the Post-Office Department building.....	4, 940. 00
One-half rent 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
Salaries of watchmen, laborers, and of incidental and miscellaneous expenses of same.....	8, 100. 00
To these sums must be added the total amount of the allowances to postmasters at first and second class post-offices for clerk-hire in the money-order business which, under the act of June 29, 1886, have been paid since July 1, 1886, out of appropriations instead of from the proceeds of the money-order business, the said amount as reported by the First Assistant Postmaster-General being.....	410, 730. 00
Total.....	740, 873. 13

These legitimate expenses cause an apparent deficit on account of money-order business of \$21,537.68, which, however, should be reduced by the sum of \$13,446.43, excessive revenue from international money-order business for the year ended June 30, 1885, reported through mistake of the Auditor's office, as stated in my last annual report. While this amount for purposes of account must necessarily be deducted from the international revenue of the fiscal year 1887, and has been so deducted by the Auditor, it does not properly form a part of the transactions of that year, and the actual deficit of the last fiscal year was, therefore, but \$8,091.25. So that even with a reduced fee of 5 cents for money-orders not exceeding in amount \$5, the money-order system may be said to be substantially self-sustaining.

There can be little doubt that it will become entirely so during the current fiscal year if the conditions prevalent during the year just past do not materially change, because recently new contracts for printed matter (money-order books and blanks) and for engraved matter (postal-notes and money-order drafts) have been executed, which cover a term of four years, and which as to prices are exceedingly advantageous to the Department.

The subjoined tabular statement shows that upon the basis of the estimated quantities to be required per year for the ensuing four years, the saving in the cost of the principal items only of books and blanks will amount to \$21,925.55 per annum.

Description of books or blanks.	Number of blanks or volumes required per annum.	Contract price per 1000, or volume, 1883-'87.	Contract price per 1,000, or volume, 1887-'91.	Saving.
Form 6001	10,000,000	\$0.55	\$0.42½	\$1,250.00
Form 6010	400,000	7.90	4.50	1,800.00
Form 6013	120,000	7.31	4.50	337.20
Form 6014	100,000	7.31	4.50	281.00
Form 6021	1,200,000	1.04	0.37½	798.00
Form 6701	1,100,000	0.72	0.47½	267.00
Orders issued, 3 quires:				
Domestic	2,000	1.33½	0.65	1,366.66
Combined	300	1.33½	0.73	181.00
Advises received, 3 quires:				
Domestic	900	1.33½	0.67	597.00
Combined	300	1.33½	0.73	181.00
Cash-books, 3 quires	3,000	0.90	0.61½	849.28
Certificates of deposit:				
General	650	1.25	0.63	403.00
For special offices	1,000	1.60	0.75	850.00
Domestic money-orders:				
500 forms	11,538	0.98	0.73	} 3,639.82
800 forms	4,131	.....	0.47	
200 forms	5,376	.....	0.33	
100 forms	4,689	.....	0.21	
Equivalent to 17,105 books of 500 forms each.				
International money-orders:				
500 forms	800	1.17	1.11	} 82.50
300 forms	75	0.88	0.90	
200 forms	100	0.66	0.63	
100 forms	300	0.50	0.39	
Postal notes:				
500 forms	8,622	1.58	1.10	} 6,371.65
300 forms	2,085	.....	0.70	
200 forms	6,432	.....	0.45	
100 forms	8,273	.....	0.25	
Equivalent to 14,100 books of 500 forms each.				
Money-order drafts:				
250 forms	24	23.82½	3.247	493.872
15 forms	2,049	1.474	0.197	2,616.573
Total saving				21,925.55

The contracts in question, awarded for the most part item by item to the lowest bidders, were executed with the following printing establishments, viz: Dunlap & Clarke, of Philadelphia, Pa.; The Avil Printing Company, of Philadelphia, Pa.; Weed, Parsons & Co., of Albany, N. Y.; Wynkoop, Hallenbeck & Co., of New York city, and Henry Goodman, of La Porte, Ind., while a portion of the work was awarded to the Public Printer, his estimate therefor being lower than any bid, in pursuance of the provisions of the second section of the act of March 3, 1883; and the contract for postal notes was awarded to the American Bank-Note Company, of New York, N. Y., the lowest bidder, while the money-order drafts are to be engraved at the Bureau of Engraving and Printing, the estimate of the chief thereof, under the same act, being lower than any bid.

I am, sir, very respectfully, your obedient servant,

C. F. MACDONALD,
Superintendent of 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, 1887.

Fiscal year ended.	Number of money-order offices in operation.	Amount of orders issued.	Amount of orders paid and repaid.	Amount of fees received.	Amount of expenses.	Amount of deficit.	Amount of surplus.
June 30, 1865.....	419	\$1,360,122.52	\$1,313,577.08	\$11,536.40	\$18,584.87	\$7,047.97	.....
June 30, 1866.....	766	3,977,259.28	3,903,890.22	35,803.06	28,664.27	.....	\$7,188.79
June 30, 1867.....	1,224	9,229,327.72	9,071,240.78	70,889.57	44,628.96	.....	26,260.61
June 30, 1868.....	1,468	16,197,858.47	16,118,537.03	124,503.19	70,345.04	.....	54,158.15
June 30, 1869.....	1,685	24,848,058.93	24,654,123.46	176,247.87	110,694.00	.....	65,553.87
June 30, 1870.....	2,076	34,054,184.71	33,927,924.79	235,557.05	145,382.42	.....	90,174.63
June 30, 1871.....	2,452	42,164,118.03	42,027,336.31	295,563.38	194,881.60	.....	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.....	3,069	57,516,216.69	57,295,012.27	854,816.66	286,232.66	.....	68,584.00
June 30, 1874.....	3,404	74,424,854.71	74,210,156.25	462,238.54	357,040.42	.....	105,198.12
June 30, 1875.....	3,401	77,431,251.58	77,361,690.75	494,717.27	374,575.18	.....	120,142.09
June 30, 1876.....	3,697	77,035,972.78	77,106,338.85	647,021.52	456,250.68	.....	190,770.84
June 30, 1877.....	3,686	72,820,509.70	72,908,475.25	624,409.06	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	88,254,641.02	88,006,200.20	799,347.09	575,386.32	.....	223,960.77
June 30, 1880.....	4,829	100,352,818.89	100,165,982.78	917,091.58	639,516.50	.....	257,575.08
June 30, 1881.....	5,163	105,075,769.35	104,924,853.61	967,772.93	715,458.29	.....	252,314.64
June 30, 1882.....	5,491	113,400,118.21	113,388,301.90	1,054,538.62	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	702,603.80	.....	247,875.59
June 30, 1885.....	7,056	117,858,921.27	117,896,205.06	925,125.03	681,150.06	.....	243,974.97
June 30, 1886.....	7,357	113,819,521.21	113,885,483.04	922,781.97	689,758.38	.....	233,023.59
June 30, 1887.....	7,853	117,462,660.89	117,264,026.66	914,078.57	402,458.59	.....	511,617.98
Total.....	.....	1,616,692,751.78	1,614,544,257.59	.....	.....	.....	.....

B.—Statement of duplicate money-orders issued by the Department during the fiscal year ended June 30, 1887.

	Number.	Remarks.
I.—In lieu of money-orders lost in transit.....	17,768	Being 743 more 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 ..	311	Being 186 more than during the preceding year.
III.—In lieu of money-orders lost by the payees, remitters, or indorsees.....	410	Being 95 more than during the preceding year.
IV.—In lieu of money-orders mutilated or destroyed while in the hands of the payees, remitters, or indorsees.....	288	Being 40 more than during the preceding year.
V.—In lieu of money-orders invalidated by reason of having received more than one indorsement, in violation of section 4037 of the Revised Statutes of the United States.....	70	Being 18 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..	501	Being 148 more than during the preceding year.
Total.....	18,346	
Duplicate postal notes issued during the same year ..	4,515	Being 194 less 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, 1887.

Summary.	Number of cases.	Amount.	Total amount.
Whole number of cases of lost remittances reported.....	57		\$4,518.00
(a) Cases which occurred prior to June 30, 1886.....	6	\$1,196.00	
(b) Cases which occurred after June 30, 1886.....	51	3,322.00	
I.—Recovered during the year.....	4		206.00
(a) Cases which occurred after June 30, 1886.....	4	206.00	
II.—Referred to Assistant Attorney-General for the Post-Office Department.....	53		4,312.00
(a) Cases which occurred prior to June 30, 1886.....	6	1,196.00	
(b) Cases which occurred after June 30, 1886.....	47	3,116.00	
Total.....	57		\$4,518.00

I.—RECOVERED DURING THE YEAR.

Office of mailing.	Date of mailing.	Collected from—	Amount.
<i>(a) Cases which occurred after June 30, 1886.</i>			
Geneva, Ala.....	Aug. 17, 1886	Railway postal clerk.....	\$79.00
Marble Rock, Iowa.....	Sept. 28, 1886	Friends of party through whom lost.....	3.00
Monon, Ind.....	Nov. 5, 1886	Railway postal clerk.....	46.00
Pennville, Ind.....	Sept. 1, 1886	Thief.....	78.00
Total, 4 cases.....			206.00

II.—REFERRED TO ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT FOR HIS CONSIDERATION, UNDER THE PROVISIONS OF THE ACT OF MARCH 17, 1882.

Office of mailing.	Date of mailing.	Amount.	Office of mailing.	Date of mailing.	Amount.
<i>(a) Cases which occurred prior to June 30, 1887.</i>			<i>(b) Cases which occurred after June 30, 1887—Continued.</i>		
Rockport, Tex.....	May 8, 1886	\$104.00	Anson, Tex.....	Jan. 22, 1887	\$10.00
New Sharon, Iowa.....	May 15, 1886	47.00	Buena Vista, Colo.....	Dec. 20, 1886	225.00
Do.....	May 25, 1886	204.00	Buena Vista, Ga.....	Apr. 18, 1887	4.00
Crawfordsville, Iowa.....	May 25, 1886	30.00	Clifton, Tenn.....	Dec. 21, 1886	183.00
Brownsville, Tex.....	June 14, 1886	571.00	Cato, N. Y.....	Dec. 18, 1886	(5)
Weaverville, Cal.....	June 9, 1886	240.00	Carlisle, N. Mex.....	Dec. 16, 1886	57.00
6 cases.....		1,196.00	Colorado, Tex.....	Jan. 22, 1887	67.00
<i>(b) Cases which occurred after to June 30, 1887.</i>			Carthage, Tex.....	Apr. 7, 1887	71.00
Indian Springs, Mo.....	July 14, 1886	1.00	Delphos, Kans.....	Jan. 24, 1887	20.00
New Sharon, Iowa.....	July 16, 1886	64.00	Fontanelle, Nebr.....	Dec. 7, 1886	5.00
Harper's Ferry, W. Va.....	July 22, 1886	140.00	Fontanelle, Nebr.....	Jan. 8, 1887	75.00
Bedford, Ind.....	July 23, 1886	100.00	Garrett, Ind.....	Mar. 8, 1887	20.00
Jonesville, S. C.....	July 5, 1886	40.00	Harveyville, Kans.....	June 20, 1887	55.00
Cashiers, N. C.....	July 2, 1886	256.00	Lead Hill, Ark.....	Jan. 31, 1887	65.00
Sedgwick, Kans.....	July 29, 1886	60.00	Marshall, Tex.....	Apr. 17, 1887	260.00
Shreveport, La.....	Aug. 7, 1886	550.00	Morrisville, Vt.....	May 10, 1887	20.00
Milford, Mo.....	Aug. 17, 1886	82.00	Oswatimie, Kans.....	Feb. 22, 1887	70.00
Remsen, Iowa.....	Sept. 13, 1886	110.00	Pulaski, Iowa.....	Apr. 7, 1887	70.00
Rodney, Mich.....	Sept. 9, 1886	11.00	Rolling Fork, Miss.....	Jan. 14, 1887	1012.00
Bendersville, Pa.....	Nov. 20, 1886	16.00	Spangle, Wash.....	Nov. 30, 1886	46.00
Derby, Kans.....	1886	11.00	Stannton, Nebr.....	Dec. 14, 1886	20.00
Grove City, Ill.....	Sept. 24, 1886	44.00	Silver Lake, Kans.....	Dec. 29, 1886	95.00
Grand View, Tex.....	Dec. 13, 1886	14.00	Strawn, Tex.....	June 4, 1887	44.00
Louisville, Miss.....	Oct. 4, 1886	285.00	Tower, Minn.....	Dec. 30, 1886	20.00
Louisville, Miss.....	Oct. 28, 1886	450.00	Water Valley, Miss.....	Dec. 3, 1886	4.00
Rural Retreat, Va.....	Nov. 23, 1886	59.00	West Branch, Iowa.....	Nov. 27, 1886	39.00
Seneca, Mo.....	Dec. 6, 1886	20.00	Perham, Minn.....	Nov. 10, 1886	110.00
New Florence, Pa.....	Dec. 3, 1886	50.00	47 cases.....		\$3,116.00
			Total, 53 cases.....		\$4,312.00

¹Part of \$168.

²Part of \$263.

³Part of \$215.

⁴Part of \$40.

⁴Part of \$395.

⁵Amount not stated.

Remittance afterwards found.

⁷Part of \$367.

⁸Part of \$65.

⁹Part of \$100.

¹⁰Part of \$54.

D.—Statement of money orders improperly paid, on a forged signature or otherwise, during the fiscal year ended June 30, 1887.

Summary.	Number of cases.	Amount.	Total amount.
Whole number of orders improperly paid.....	134		\$3,047.06
(a) Orders issued prior to June 30, 1886.....	87	\$1,943.30	
(b) Orders issued after June 30, 1886, and prior to July 1, 1887.....	47	1,103.76	
I. Recovered	84		634.33
(a) Orders issued prior to June 30, 1886.....	19	312.77	
(b) Orders issued after June 30, 1886, and prior to July 1, 1887.....	15	321.56	
II. Paid to the proper payee	18		456.61
(a) Orders issued prior to June 30, 1886.....	13	318.69	
(b) Orders issued after June 30, 1886, and prior to July 1, 1887.....	5	137.92	
III. Charged to paying postmaster	39		646.11
(a) Orders issued prior to June 30, 1886.....	24	583.08	
(b) Orders issued after June 30, 1886, and prior to July 1, 1887.....	15	263.03	
IV. Charged to Department	4		120.06
(a) Orders issued prior to June 30, 1886.....	4	120.06	
V. Charged to payee of order	5		197.00
(a) Orders issued prior to June 30, 1886.....	3	169.00	
(b) Orders issued after June 30, 1886, and prior to July 1, 1887.....	2	28.00	
VI. Unsettled	34		992.35
(a) Orders issued prior to June 30, 1886.....	24	630.10	
(b) Orders issued after June 30, 1886, and prior to July 1, 1887.....	10	363.25	
Total	134		\$3,047.06

I.—RECOVERED.

(a) Orders issued prior to June 30, 1886.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
12978	Duncansby.....	Miss.	May 6, 1885	Tucson.....	Ariz..	May 14, 1885	\$25.00
30539	Cincinnati.....	Ohio.	May 4, 1885	Nashville.....	Tenn.	Aug. 6, 1884	12.00
6535	Danvers.....	Ill.	Nov. 11, 1884	Minneapolis.....	Kans.	Nov. 18, 1884	20.00
75293	Fort Worth.....	Tex.	June 13, 1885	Galveston.....	Tex.	July 2, 1885	5.00
2705	Havenaville.....	Kans.	Aug. 24, 1885	Saint Louis.....	Mo...	Aug. 28, 1885	8.25
1790	Roanoke.....	Tex.	Sept. 8, 1885	do.....	Mo...	Sept. 12, 1885	6.80
776	Wilcox.....	Ariz.	Aug. 17, 1885	do.....	Mo...	Sept. 15, 1885	42.23
2947	Fountain.....	Minn.	Sept. 2, 1885	do.....	Mo...	Sept. 4, 1885	6.10
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	20.00
G. 65485	New York*.....	N. Y.	Sept. 15, 1884	Chicago.....	Ill...	Oct. 17, 1884	14.00
290308	Booneville*.....	Miss.	Nov. 7, 1885	Corinth.....	Miss.	Nov. 17, 1885	19.80
G. 28639	New York*.....	N. Y.	Dec. 5, 1885	La Crosse.....	Wis...	Jan. 1, 1886	10.00
45825	Bath.....	Mo...	May 29, 1885	Portland.....	Me...	June 1, 1886	5.19
7790	Arapahoe*.....	Nebr.	Oct. 19, 1885	Pendleton.....	Oreg..	Dec. 15, 1885	14.00
20213	Monticello*.....	Ark.	Aug. 22, 1885	Saint Louis.....	Mo...	Aug. 25, 1885	8.00
7740	Morganfield*.....	Ky...	Sept. 12, 1885	do.....	Mo...	Sept. 12, 1885	2.50
Swe. 1771	New York*.....	N. Y.	May 18, 1886	Chicago.....	Ill...	May 21, 1886	50.00
Swe. 1772	do.*.....	N. Y.	May 18, 1886	do.....	Ill...	May 21, 1886	23.00
	19 cases.....						\$312.77

(b.) Orders issued after June 30, 1886.

87711	South Bend.....	Ind...	July 21, 1886	Chicago.....	Ill...	July 22, 1886	\$2.50
87586	Oswego.....	N. Y.	July 1, 1886	Detroit.....	Mich.	July 19, 1886	5.00
48806	Burlington.....	Vt...	Aug. 2, 1886	New Haven.....	Conn.	Aug. 4, 1886	50.00
G. 25346	Sta. N., N. Y.	N. Y.	Oct. 23, 1886	Fredons.....	N. Y.		32.00
47517	Colorado Springs.....	Colo.	Sept. 21, 1886	Las Vegas.....	N. Mex.	Sept. 25, 1886	19.00
49886	Michigan City.....	Ind...	Oct. 18, 1886	La Crosse.....	Wis...	Oct. 22, 1886	98.72
5247	New York.....	N. Y.	Sept. 3, 1886	Philadelphia.....	Pa....	Oct. 7, 1886	4.82
6897	do.....	N. Y.	Sept. 11, 1886	do.....	Pa....	Oct. 7, 1886	4.82
2348	Kenesaw.....	Nebr.	Oct. 15, 1886	Holdrege.....	Nebr.	Oct. 20, 1886	23.00
13848	Auburn.....	Ill...	Sept. 7, 1886	Winfield.....	Kans.	Sept. 10, 1886	5.00
27542	Brookville.....	Ind...	Jan. 23, 1887	Buffalo.....	N. Y.	Jan. 27, 1887	5.00
70374	Williamsport.....	Pa...	Jan. 15, 1887	Phillipsburgh.....	Pa....	Jan. 28, 1887	3.00
B. 4119	Epsom.....	Eng...	Nov. 14, 1886	Bloomington.....	Ill...	Dec. 2, 1886	48.70
30644	Saint Joseph.....	Mo...	Feb. 17, 1887	Englewood.....	Ill...	Feb. 21, 1887	5.00
5011	Mount Vernon.....	Tex.	Feb. 26, 1887	Little Rock.....	Ark...	Mar. 2, 1887	15.00
	15 cases.....						321.56
	Total 34 cases.....						\$634.23

*One-half amount of order.

II.—PAID TO PROPER PAYEE

(a) Orders issued prior to June 30, 1886.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
2884	Burton	Tex.	Feb. 7, 1885	Hubbard	Tex.	Feb. 16, 1885	\$7.90
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	50.00
78076	Kalamazoo	Mich.	Oct. 12, 1885	L Lyons	N. Y.	Oct. 19, 1885	35.00
47305	Pittsburgh	Pa.	Nov. 11, 1885	Cincinnati	Ohio	Nov. 12, 1885	10.00
40002	Texarkana	Ark.	Jan. 15, 1886	Colton	Cal.	Jan. 28, 1886	14.90
975	Glendale	Mont.	June 10, 1884	Butte City	Mont.	June 19, 1884	20.00
70314	Portland	Oregon	Aug. 29, 1881	San Francisco	Cal.	Sept. 3, 1881	10.00
1653	Glendale	Mont.	Feb. 7, 1885	Ogden City	Utah	Feb. 10, 1885	20.00
Swi. 6924	New York	N. Y.	July 24, 1883	Jersey City	N. J.	July 31, 1883	13.80
C. 431	Victoria	B. C.	Apr. 2, 1886	San Francisco	Cal.	Apr. 8, 1886	10.00
	13 cases						\$318.90

(b) Orders issued after June 30, 1886.

17177	Rogersville	Tenn.	Oct. 14, 1886	Waco	Tex.	Dec. 20, 1886	\$65.00
29501	Blue Earth City	Minn.	Aug. 16, 1886	Iroquois	Dak.	Aug. 19, 1886	11.00
B. 18898	Kiddernulster	Eng.	Apr. 17, 1886	Philadelphia	Pa.	Sept. 2, 1886	21.93
15936	Erie	Kans.	Dec. 9, 1886	Eureka Springs	Ark.	Dec. 20, 1886	10.00
97300	New Haven	Conn.	Feb. 16, 1887	Pittsfield	Mass.	Feb. 17, 1887	30.00
	5 cases						\$137.92
	Total 18 cases						\$456.61

III.—CHARGED TO PAYING POSTMASTER.

(a) Orders issued prior to June 30, 1886.

30587	Emporia	Kans.	Sept. 12, 1881	Fort Wingate	N. Mex.	Sept. 24, 1883	\$25.00
18253	Lampasas	Tex.	July 10, 1884	Waco	Tex.	July 12, 1884	30.00
1440	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	North St. Louis Sta., St. Louis	Mo.	Aug. 2, 1884	25.00
G. 94489	Minden	West-plalialia.	Mar. 16, 1885	New York	N. Y.	Mar. 18, 1885	21.28
12161	Hickory	N. C.	June 24, 1885	Chattanooga	Tonn.	June 26, 1885	1.10
13670	Plymouth	N. C.	Dec. 12, 1884	Plymouth	N. C.	Mar. 11, 1885	10.00
41142	Chicago	Ill.	May 25, 1885	Cincinnati	Ohio	May 29, 1885	10.00
6123	Medicine Lodge	Kans.	Sept. 21, 1884	Wellington	Kans.	Dec. 1, 1884	6.00
4728	Plainfield	Iowa.	Mar. 15, 1886	Fall River	Mass.	Mar. 19, 1886	55.00
1808	White Lake	Dak.	Apr. 18, 1886	Milwaukee	Wis.	May 17, 1886	5.00
C. 898	Hawkesbury	Ont.	Nov. 2, 1885	Eau Claire	Wis.	Nov. 20, 1885	10.00
32820	Darlington	S. C.	May 8, 1886	Columbia	S. C.	May 10, 1886	10.00
500	Flagstaff	Ariz.	Dec. 17, 1885	Saint Louis	Mo.	Dec. 23, 1885	50.00
37111	Ludington	Mich.	June 7, 1886	Manistee	Mich.	June 9, 1886	8.00
32	East Saginaw	Mich.	Dec. 28, 1885	Newberry	Mich.	Feb. 16, 1886	37.05
28240	Lexington	Va.	May 14, 1886	Sing Sing	N. Y.	May 17, 1886	10.00
7910	Superior	Wis.		Newton	Kans.	June 12, 1886	5.00
86139	Columbia	S. C.	June 17, 1886	Plant City	Fla.	June 24, 1886	2.70
11262	Marianna	Ark.	Feb. 23, 1886	Senatobia	Miss.	Feb. 26, 1886	4.00
G. 19241	New York	N. Y.	Mar. 14, 1885	Ishpeming	Mich.	Mar. 20, 1885	15.00
22520	Baxter Springs	Kans.	Nov. 4, 1885	Seneca	Mo.	Nov. 7, 1885	9.95
	24 cases						\$383.06

III.—CHARGED TO PAYING POSTMASTER—Continued.

(b) Order issued after June 30, 1886.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.
45581	Denison	Tex	July 8, 1886	Parsons	Kans	July 12, 1886	\$18.90
90161	New Haven	Conn	July 28, 1886	Boston	Mass	Aug. 3, 1886	20.00
5147	Saint Johnsville. .	N. Y.	Sept. 9, 1886	New York	N. Y.	Oct. 1, 1886	2.75
75806	Brooklyn	N. Y.	Aug. 2, 1886	Philadelphia. .	Pa.	Aug. 6, 1886	17.30
544	Corbin	Kans	Jan. 4, 1887	Ridge Farm ..	Ill.	Jan. 10, 1887	42.58
53877	York	Pa.	Dec. 14, 1886	Philadelphia. .	Pa.	Dec. 16, 1886	5.00
10567	Greene	Iowa	Feb. 18, 1887	Ann Arbor ..	Mich	Feb. 21, 1887	10.00
G. 121	St. Chrysostom. .	Can.	July 5, 1886	Escanaba	Mich	July 10, 1886	50.00
C. 122	do	Can.	July 5, 1886	do	Mich	July 15, 1886	48.75
G. 123	New York	N. Y.	Sept. 3, 1886	Madison	Ind.	Sept. 13, 1886	9.00
56556	Canton	Miss	July 9, 1888	New Orleans. .	La.	July 10, 1886	4.75
26376	Evanston	Ill.	Nov. 11, 1886	Oshkosh	Wis	Nov. 19, 1886	6.00
30644	Saint Joseph	Mo.	Feb. 17, 1887	Englewood ..	Ill.	Feb. 21, 1887	5.00
4210	Harrison	Mich	Jan. 25, 1887	Grand Rapids .	Mich	Jan. 31, 1887	5.00
41194	Lincoln	Nebr.	Jan. 19, 1887	Fond du Lac. .	Wis	Jan. 25, 1887	20.00
	15 cases						\$263.63
	Total, 39 cases. .						\$646.36

¹ One-half amount of order.

IV.—CHARGED TO DEPARTMENT.

(a) Orders issued prior to June 30, 1887.

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	15.25
13074	Condersport * ..	Pa.	Dec. 5, 1885	East Saginaw. .	Mich.	Dec. 16, 1885	10.00
	Total, 4 cases. .						\$120.66

V.—CHARGED TO PAYEE OF ORDER.

(a) Orders issued prior to June 30, 1886.

8385	Livingston	Tenn.	Mar. 10, 1885	Bowling Green .	Ky.	Mar. 20, 1885	\$100.00
G. 58135	New York *	N. Y.	July 5, 1884	Chicago	Ill.	Apr. 5, 1885	40.00
G. 58136	do *	N. Y.	July 5, 1884	do	Ill.	Apr. 5, 1885	29.00
	3 cases						\$169.00

(b) Orders issued after June 30, 1886.

55249	Saint Louis	Mo.	Oct. 2, 1886	New York	N. Y.	Oct. 4, 1887	\$8.00
6712	Medford	Wis.	Nov. 15, 1886	Devil's Lake . .	Dak.	Apr. 16, 1887	20.00
	2 cases						28.00
	Total, 5 cases. .						\$197.00

VI.—UNSETTLED.

(a) Orders issued prior to June 30, 1886.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount of order.	
4450	Dundalk	Ont.	Apr. 11, 1877	Louisville	Ky	Apr. 18, 1877	\$42.35	
4451								80.50
4452								
16092	Bodie	Cal.	Dec. 21, 1883	Virginia City...	Nev.	Dec. 22, 1883	11.00	
C. 447	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	
11867	Lawler	Iowa	July 7, 1884	Jersey City	N. J.	July 11, 1884	80.00	
996	Morton	Ill.	Jan. 10, 1885	Chicago	Ill.	Feb. 6, 1885	16.00	
742	Central City	Dak.	Jan. 8, 1881	Detroit	Mich.	Feb. 2, 1881	20.00	
I. 4642	New York*	N. Y.	Oct. 2, 1885	New York	N. Y.	Dec. 17, 1885	47.70	
I. 4812	do	N. Y.	Nov. 23, 1885	do	N. Y.	Dec. 10, 1885	47.70	
I. 4813	do	N. Y.	Nov. 23, 1885	do	N. Y.	Dec. 10, 1885	28.62	
41183	Cedar Falls*	Iowa	June 1, 1886	Kimball	Dak.	June 7, 1886	6.00	
9300	Clinton*	Ky	Oct. 31, 1883	Frankfort	Ky	Nov. 2, 1883	1.00	
3068	Angus*	Iowa	June 22, 1886	Poplar Bluff	Mo.	Aug. 2, 1886	9.00	
Swe. 4690	Omaha*	Neb.	Sept. 7, 1885	Strump Malmö	Swe		50.00	
16940	Silverton*	Colo.	Feb. 24, 1886	Durango	Colo.		9.00	
15806	Ennis*	Tex.	Feb. 8, 1883	Coleman	Tex.	Feb. 13, 1883	50.00	
G. 93044	New York*	N. Y.	Mar. 9, 1885	New York	N. Y.	Mar. 13, 1885	8.47	
10971	Boston*	Mass.	Aug. 15, 1887	New Brunswick	N. J.	Aug. 17, 1887	50.00	
26286	Summit*	Miss.	Apr. 13, 1886	Starkville	Miss.	Apr. 14, 1886	10.00	
25030	S. D. Station, Chicago.*	Ill.	Apr. 1, 1886	Arcata	Cal.	May 5, 1886	50.00	
17221	New York*	N. Y.	Aug. 28, 1885	N. D. Station, Chicago.	Ill.	Apr. 24, 1886	18.00	
B. 47721	Glasgow*	Scot.	June 2, 1886	Philadelphia	Pa.	July 26, 1886	14.41	
	24 cases						\$629.10	

(b) Orders issued after June 30, 1886.

31592	Station C., Wash- ington.	D. C.	Aug. 25, 1886	Atlantic City ...	N. J.	Aug. 26, 1886	\$10.00
37096	Boulder	Colo.	July 23, 1886	Denver	Colo.	July 30, 1886	4.75
6500	Gardner	Kans.	Dec. 28, 1886	Durango	Colo.	Jan. 17, 1887	65.00
19607	Woodland	Cal.	Feb. 21, 1887	Sacramento	Cal.	Feb. 21, 1887	100.00
68375	Key West	Fla.	Nov. 15, 1886	Monticello	N. Y.	Dec. 20, 1886	10.00
45043	Greenville	Miss.	Oct. 14, 1886	Greenville	Miss.	Nov. 5, 1886	5.00
5300	Louisville	Neb.	Jan. 20, 1887	Kansas City	Mo.	Jan. 21, 1887	100.00
30030	Los Angeles	Cal.	Mar. 21, 1887	San Francisco	Cal.	Mar. 26, 1887	50.00
12122	Bristol	Pa.	Oct. 11, 1886	Philadelphia	Pa.	Oct. 21, 1886	4.50
40124	Wyandotte	Kans.	Aug. 2, 1886	Nevada	Mo.	Aug. 4, 1886	6.00
	10 cases						\$333.25
	Total, 34 cases						\$692.35

* These 41 cases, amounting to \$791.56, alleged to have occurred prior to June 30, 1886, were brought to the attention of the Department after that date.

MONEY-ORDER CONVENTION.

NORWAY.

KONVENTION.

ARTIKEL I.

Udveksling af Postanvisninger.

Mellem Kongeriget Norge og de forenede Stater i Amerika skal der foregaa en regelmæssig Udveksling af Postanvisninger.

ARTIKEL II.

Udvekslingskontorer.

1. Postanvisningsudvekslingen mellem de to Lande skal foregaa udelukkende gennem Udvekslingskontorer.
2. Udvekslingskontoret paa Kongeriget Norges Side skal være Kristiania Omkarteringskontor og paa Amerikas forenede Staters Side New York, N. Y.

ARTIKEL III.

Maximumbeløb for Postanvisninger.

1. Det højeste Beløb, for hvilket en Postanvisning kan trækkes i Norge paa de forenede Stater, skal være et Hundrede sex og otti (186) Kroner 50 Øre, og det højeste Beløb, for hvilket en Postanvisning kan trækkes i de forenede Stater paa Norge, skal være femti Dollars (\$50).
2. Dette Maximum af 186 Kroner 50 Øre, respektive 50 Dollars, kan dog ved Overenskomsten mellem de to Landes Poststyrelser forøges til tre Hundrede tre og sytiti (373) Kroner, respektive et Hundrede Dollars (\$100), forudsat at Amerikas forenede Staters Postdepartement bliver ved Lov bemyndiget til at indgaa paa en saadan Forhøielse.

ARTIKEL IV.

Udbetaling i Guldmynt.

Udbetalingen skal i hvert Land foregaa i Guldmynt eller dennes tilsvarende Værdi i Landets gangbare Mynt.

CONVENTION.

ARTICLE I.

Exchange of Money-Orders.

Between the Kingdom of Norway and the United States of America there shall be a regular exchange of Money-Orders.

ARTICLE II.

Offices of Exchange.

1. The Money Order Service between the two countries shall be performed exclusively by means of offices of exchange.
2. The office of exchange, on the part of the Kingdom of Norway, shall be the exchange office of Kristiania, and, on the part of the United States of America, New York, N. Y.

ARTICLE III.

Maximum amount of Orders.

1. The maximum amount for which a money-order may be drawn in Norway upon the United States shall be one hundred eighty six (186) Kroner, 50 Ore, and the maximum amount for which a money-order may be drawn in the United States on Norway shall be fifty dollars (\$50).
2. This maximum of 186 Kroner, 50 Ore, respectively 50 dollars, may, however, be increased to three hundred seventy three (373) Kroner, respectively, one hundred dollars (\$100) by mutual agreement between the Post-Offices of the two countries, provided the Post-Office Department of the United States of America is authorized, by law, to assent to such an increase.

ARTICLE IV.

Payment in gold coin.

Payment, in either country shall be made in gold coin or its equivalent in the currency of such country.

ARTIKEL V.

Gebyr.

1. De respective Landes Poststyrelser skulle hver for sig kunne til enhver Tid bestemme Satserne for det Gebyr, der skal betales for de Postanvisninger, som vedkommende Land udsteder.

2. Dette Gebyr skal tilfalde Udstedelseslandet; men det norske Postvæsen skal betale til de forenede Staters Postvæsen en halv Procent af Beløbet af Postanvisninger, udstedte i Norge paa de forenede Stater, og de forenede Staters Postvæsen skal betale et lignende Beløb af Postanvisninger, udstedte i de forenede Stater paa Norge.

3. Denne Betaling skal beregnes efter Totalsummerne i de Fortegnelser (A), som i Løbet af hvert Kvartal udveksles mellem de to Lande.

ARTIKEL VI.

Myntreduktion.

1. Converteringen af de to Landes Mynt skal ske overensstemmende med Middeldkursen, som man er kommet overens om at ansætte til 3 Kroner 73 Øre for en Guld-Dollar.

2. De to Poststyrelser ere dog bemyndigede til efter fælles Overenskomst at bestemme en anden Konverteringskurs, hvis Vexelkursen mellem de to Lande skulde gjøre et saadant Skridt nødvendigt.

3. Der skal ikke tages Hensyn til mindre Beløb end en Cent eller fire Øre.

ARTIKEL VII.

Regler at iagttages ved Postanvisninger.

1. Ingen Postanvisning skal udstedes, med mindre Afsenderen opgiver det fulde Tilnavn og i det mindste Begyndelsesbogsstavet til Fornavn saavel paa Afsenderen som paa Modtageren eller Navnet paa det Firma eller Kompagni, som er Afsender eller Modtager, tilligemed den nøjagtige Adresse paa den Person eller det Firma, til hvem Beløbet skal betales, og Afsenderens Adresse.

2. Bestemmelses-Postanstalten skal angives med den størst mulige Nøjagtighed, og for Postanvisninger til de forenede Stater skal specielt angives den Stat og, om muligt, det County, hvori Bestemmelses-Postanstalten er beliggende.

ARTIKEL VIII.

Duplikat-Anvisninger.

1. I Tilfælde af, at en Postanvisning feilsendes eller gaar tabt, skal et Duplikat udstedes af Udvekslingskontoret i Ud-

ARTICLE V.

Commission.

1. The Post-Offices of the respective countries shall each have power to fix from time to time the rates of commission to be charged on all money-orders they may respectively issue.

2. The commission, so charged, to belong to the country of issue; but the Norwegian Post-Office shall pay to the Post-Office of the United States one-half of one per cent. on the amount of money-orders issued in Norway and advised to the United States, and the Post-Office of the United States shall make a like payment on the amount of money-orders issued in the United States and advised to Norway.

3. Such payments to be calculated on the totals of the lists (A) exchanged every quarter of a year by the two countries.

ARTICLE VI.

Rate of Exchange.

1. The conversion of the money of the two countries shall be in accordance with the average rate of exchange, which, it is agreed, shall be taken at three Kroner, 73 Ore to the gold dollar.

2. The two offices are, however, authorized to fix by common agreement another rate of conversion, should the course of exchange between the two countries render such a step necessary.

3. No account shall be taken of any fraction of a cent or of 4 Ore.

ARTICLE VII.

Particulars to be observed for a Money Order.

1. No money-order shall be issued, unless the remitter furnish, in full, the surname, and at least the initial of one christian name both of the remitter and of the payee; or, the name of the firm or company who are the remitters or the payees; together with the exact address of the person or firm to whom the money is to be paid; and the address of the remitter.

3. The Post-Office of the addressee shall be given with the greatest possible accuracy and, for money-orders to the United States, the State and if possible the county, within which the Post-Office of the addressee is situated, shall be specially indicated.

ARTICLE VIII.

Duplicate orders.

1. In the event of a money-order miscarrying or being lost, a duplicate shall be granted by the chief office of the

betalingslandet paa skriftlig Anmodning af Adressaten.

2. Ved Modtagelsen af en saadan Anmodning fra Adressaten skal der gives Ordre til at standse Udbetalingen af selve Postanvisningen.

ARTIKEL IX.

Rettelser af Adressaternes Navne.

Berigtigelser af Feil i Adressaternes Navne skal foretages af Udgangslandets Udvexlingskontor paa Afsenderens Forlangende.

ARTIKEL X.

Anvisningers Tilbagebetaling.

1. Tilbagebetaling af en Anvisning skal ikke i noget Tilfælde finde Sted, forinden Udvexlingskontoret i det Land, hvor Anvisningen skulde udbetales, har bekræftet, at Anvisningen ikke er bleven udbetalt.

2. Ved Ugangen af hvert Kvartal skal hver Poststyrelse i en Fortegnelse overensstemmende med hosføjede Formular B meddele Opgaver over alle Anvisninger, som den er bleven bemyndiget til at tilbagebetale til Afsenderne, og Totalbeløbet af saadan Fortegnelse, hvilken i dette Øiemed skal blive oversendt til Poststyrelsens Regnskabskontor i Kristiania, skal optages til vedkommende Styrelses Kredit i den Afregning, der omhandles i Artikel XVII.

ARTIKEL XI.

Ubesørgede Postanvisninger.

1. Postanvisninger, som ikke ere blevne ndbetalte inden tolv Kalendermaaneder efter Udstedelsesmaaned, blive ugyldige. De Beløb, der ere modtagne for saadanne Postanvisninger, skulle godskrives Udgangslandet og forblive til Disposition for dette.

2. Den norske Poststyrelse skal derfor optage i Kvartalsafregningen (Artikel XVII) til de forenede Stater Kredit alle i de fra de forenede Stater modtagne Fortegnelser optagne Postanvisninger, som forblive ubesørgede ved Udløbet af nævnte Tidsfrist.

3. Paa den anden Side skal de forenede Staters Postdepartement ved Udløbet af hvert Kvartal oversende den norske Poststyrelse til Indtagelse i Kvartalsafregningen en specificeret Opgave over alle de i Fortegnelserne fra det norske Postvæsen optagne Anvisninger, som i Henhold til denne Artikel blive ugyldige.

ARTIKEL XII.

Postanvisningsfortegnelse.

1. De to Udvexlingskontorer skulle meddele hinanden med hver afgaaende

country of payment, on written application being made by the payee.

2. On the receipt of a similar application from the payee, instructions shall be given to stop payment of a money-order.

ARTICLE IX.

Alterations in names of payees.

Corrections of errors in the names of payees shall be effected by the chief office of the country of issue at the request of the remitter.

ARTICLE X.

Repayment of orders.

1. Repayment of an order shall not, in any case, be made, until it has been ascertained from the chief office of the country where such order is payable that the order has not been paid.

2. At the end of every quarter, each postal administration shall show, in a list similar to Form B, annexed, the particulars of all orders which it has been authorized to repay to the original remitters; and the total amount of such list, which for this purpose shall be transmitted to the accounting department of the Post Office at Kristiania, shall be entered to the credit of such administration in the account mentioned in Article XVII.

ARTICLE XI.

Unpaid money-orders.

1. Money-orders, which shall not have been paid within twelve calendar months from the month of issue, shall become void. The sums received from such money-orders shall accrue to and be at the disposal of the country of origin.

2. The Norwegian Office shall, therefore, enter in the quarterly account (Article XVII) to the credit of the United States, all money-orders entered in the lists received from the United States which remain unpaid at the end of the period specified.

3. On the other side, the Post-Office Department of the United States shall, at the close of each quarter, transmit to the Norwegian office, for entry in the quarterly account, a detailed statement of all orders included in the lists despatched from the Norwegian office, which under this Article become void.

ARTICLE XII.

Lists of money-orders.

1. The two Offices of Exchange shall communicate to each other by every start-

Post de Summer, der ere modtagne i hvert af de to Lande for Udbetaling i det andet. De skulle i dette Øiemed benytte hosføjede Formular A.

2. Postanvisninger, der ere ndstedte i Norge mod Slutningen af Juni og i de forenede Stater mod Slutningen af December, og som ikke fremkomme til de respektive Udvevlingskontor førend de første Dage af den følgende Maaned, skulle optages i og meddeles Udvevlingskontoreto det Land, til hvilket de sendes, ved særskilte Tillægsfortegnelser, date rede den sidste in den Maaned, i hvilken Beløbene ere modtagne.

3. Et Intet-Fortegnelse skal sendes naar der ikke findes Indbetalinger at meddele.

ing Mail the sums received in each of the two countries for payment in the other. They shall use, for this purpose, the form of List A, annexed.

2. Money-orders issued in Norway towards the end of June, and in the United States towards the end of December, and not reaching the respective offices of exchange until the first days of the following month, shall be entered and communicated to the office of exchange of the country to which they are sent, on separate lists, supplementary to the ordinary lists, dated the last of the month in which the sums were received.

3. A blank list shall be transmitted when there are no receipts to be advised.

ARTIKEL XIII.

Internationale Numere.

Enhver Postanvisning og ethvert Beløb, indført i Fortegnelserne, skal bære et Numer, der kalde "internationalt Numer" og som for hver Maaned begynder med No. 1.

ARTIKEL XIV.

Erkjendelse for Fortegnelser.

Duplicater af Fortegnelser.

1. Modtagelsen af enhver Fortegnelse skal gjensidig erkjendes paa den først paafølgende Fortegnelse, der sendes i modsat Retning, og Fortegnelse, som ikke maatte være modtagen, skal uopholdelig efterspørges af det Udvevlingskontor, til hvilket den skulde have været sendt.

2. Det afsendende Udvevlingskontor skal i saadant Tilfælde uden Ophold oversende det modtagende Udvevlingskontor en Duplikatfortegnelse, der behørig er betegnet som saadan.

ARTIKEL XV.

Fortegnelsernes Granskning.

1. Fortegnelserne skulle omhyggelig granskes af det modtagende Udvevlingskontor og berigtiges, hvis de indeholde aabenbare Feil.

2. Berigtigelsen skal meddeles det afsendende Udvevlingskontor ved Erkjendelsen af modtagelsen af den Fortegnelse, hvori Rettelserne ere blevne foretagne.

3. Hvis Fortegnelsen skulde vise andre Uregelmæssigheder, skal det modtagende Kontor begjære en Forklaring af det afsendende Udvevlingskontor, som skal afgive saadan Forklaring saa hurtig som muligt.

4. I Mellemtiden udsættes der med Udfærdigelsen af de indenrigske Postanvisninger, hvilke Opgaverne i den feilagtige Fortegnelse vedkomme.

ARTICLE XIII.

International numbers.

Every money-order or receipt of money entered upon the lists shall bear a number, to be called the "International number", commencing each month with No. 1.

ARTICLE XIV.

Acknowledgment of lists.

Duplicates of lists.

1. The receipt of each list shall be acknowledged, on either side, by means of the first subsequent list forwarded in the opposite direction, and the list which shall fail to be received shall be immediately applied for by the office of exchange to which it should have been sent.

2. The despatching office of exchange shall, in such case, transmit without delay, to the receiving office of exchange, a duplicate list, duly certified as such.

ARTICLE X.

Verification of lists.

1. The lists shall be carefully verified by the office of exchange to which they are sent; and, when they contain simple errors, shall be corrected.

2. The correction shall be communicated to the despatching office of exchange in the acknowledgment of the receipt of the list on which the corrections were made.

3. When the list shall disclose other irregularities, the receiving office shall require an explanation from the despatching office of exchange, which shall give such explanation with as little delay as possible.

4. In the meantime, the issue of internal money orders, relating to the entries on the list found to be irregular, shall be suspended.

ARTIKEL XVI.

Udfærdigelse af indenrigske Postanvisninger.

Saasart Fortegnelserne ankomme til det modtagende Udvexlingskontor, skal dette Kontor udfærdige indenrigske Anvisninger til de i Fortegnelserne opgivne Adressater for de opgivne Beløb og skal afsende dem til Adressaterne eller til det udbetalende Kontor i Overensstemmelse med de Bestemmelser, der i hvert Land gjælde for Udbetalingen af Postanvisninger.

ARTIKEL XVII.

Afregninger.

1. Den norske Poststyrelse skal ved Udløbet af hvert Kvartal udarbejde en Afregning, udvisende:

1. Totalsummerne af de Fortegnelser, som i Kvartalet ere blevne udvexlede mellem de to Poststyrelser (Artikel XII), med Tillæg af det i Artikel V omhandlede Gevbr;

2. Totalsummerne af Fortegnelserne over de Postanvisninger, som det afsendende Postvæsen er bleven bemyndiget til at tilbagebetale til Afsenderen (Artikel X);

3. Totalbeløbet af de Postanvisninger, som ikke ere blevne udbetalte i de to Lande (Artikel XI);

4. Den Balance, som i Overensstemmelse med Afregningen skal betales af det ene Postvæsen.

2. Denne Afregning, som skal affattes overensstemmende med hosfødte Formular C, skal i to Exemplarer af det norske Postvæsen oversendes de forenede Staters Postdepartement, som skal tilbagesende et Exemplar af Afregningen, behørigt vedtaget.

ARTIKEL XVIII.

Betaling af Balancen.

1. Naar det norske Postvæsen har at betale til de forenede Staters Postvæsen Balancen af Afregningen, skal det betale denne Balance paa samme Tid, som det sender Afregningen, hvilket skal ske, saasart som muligt og senest inden Udgangen af det Kvartal der følger efter det, som Afregningen vedkommer.

2. Lignende Fremgangsmaade skal følges af de forenede Staters Postdepartement, naar det tilbage sender Duplikatet af den vedtagne Afregning. Denne Tilbagesendelse skal ske, saasart som muligt, og senest inden 30 Dage efter Afregningens Modtagelse.

3. Betalingen af Balancen skal ske i Kristiania, naar den er i Norges Kredit, og i Washington, naar den er i de forenede Staters Kredit, samt altid i det Lands Mynt, til hvilket Betaling sker, uden

ARTICLE XVI.

Internal money-orders to be prepared.

As soon as the lists shall have reached the receiving office of exchange, that office shall prepare internal money-orders in favor of the payees and for the amounts specified in the lists, and shall forward them to the payees, or, to the paying office in conformity with the arrangements existing in each country for regulating the payment of money-orders.

ARTICLE XVII.

Accounts.

1. The Norwegian office shall at the close of every quarter prepare an account showing:

1. The totals of the lists of the quarter which have been exchanged between the two Post-Offices (Article XII.), with addition of the commission mentioned in Article V.;

2. The totals of the lists of money-orders which the despatching office has been authorized to repay to the remitter (Article X.);

3. The totals of the money-orders which in the two countries have not been paid (Article XI);

4. The balance which in conformity with the account has to be paid by either office.

2. Such account, which shall be in conformity with Form C, annexed, shall be transmitted, in duplicate, by the Norwegian office to the Post-Office Department of the United States, which shall return one copy of the account duly accepted.

ARTICLE XVIII.

Payment of balance.

1. When the Norwegian office has to pay to the office of the United States the balance of the account, it shall pay such balance at the same time that it sends the account, which shall be as soon as possible, and at the latest within the close of the quarter, immediately following that which the Account concerns.

2. A similar course shall be followed by the Post-Office Department of the United States when it returns the duplicate of the account accepted. This return shall be made as soon as possible and at the latest within thirty days after the reception of the accounts.

3. The payment of the balance shall be made at Kristiania when it is to the credit of Norway, and at Washington, when it is to the credit of the United States; and always in the money of the country to

noget Afdrag for dette sidstnævnte Land; og alle Udgifter i denne Anledning skulle bæres af det skyldige Postvæsen.

4. Skulde i noget Tilfælde det ene Postvæsen erholde tilgode af det andet for udbetalte Postavisninger et Beløb af mere end 20000 Kroner, skal det tilgodehavende Postvæsen være berettiget til at forlange en Forskudbetaling eller foreløbig Saldering af indtil tre Fjerdedele af Fordringen. I saadant Tilfælde skal Betaling uphold finde Sted.

5. I Tilfælde af, at Balancen af en Afregning ikke bliver betalt inden den ovenfor under 1 og 2 nævnte Frist, skal Beløbet af denne Balance blive rentebærende fra den fastsatte Termin indtil den Dag, da det skyldige Beløb sendes. Denne Rente skal beregnes efter fem (5) Procent pro anno og skal optages i næstfølgende Afregninger til Debet for den Poststyrelse, som ikke har betalt i betimelig Tid.

ARTIKEL XIX.

Tillægsbestemmelser.

4. Hvert Lands Poststyrelse skal være bemyndiget til at fastsætte Tillægsbestemmelser (der dog ikke maa stride mod foranstaaende) til større Sikkerhed mod Bedragerier eller til Lettelse af Systemet i det Almindelighed.

2. Alle saadanne Tillægsbestemmelser maa dog meddeles det andet Lands Poststyrelse.

ARTIKEL XX.

Rettighed til at forøge Gebyret eller til at indstille Udstedelsen af Anvisninger.

Skulde det nogen Gang vise sig, at Postanvisninger benyttes af Handelsmaend eller andre Personer i Norge eller i de forenede Stater til Oversendelse af større Pengebeløb, skal den norske Poststyrelse eller de forenede Staters Postdepartement — efter Omstændighederne — have Ret til at forøge Gebyret og skal endog være berettiget til for en Tid helt at indstille Udfærdigelsen af Postanvisninger.

ARTIKEL XXI.

Konventionens Ikrafttræden og Væghed. Denne Konvention skal træde i Kraft den 1^{ste} April 1887 og skal øphore at gjælde efter 6 Kalendermaaneders Opsigelse fra en af Parterne.

Givet i duplo og undertegnet i Christiania den 5^{te} Februar 1887 og i Washington den 30^{te} November 1886.

(Signed) SOFUS ARCTANDER.
(Signed) HARALD ASCHE.

[Seal of the Post Department of Norway.]

which payment is made without any deduction for the last-mentioned country; and all expenses in the matter shall be at the charge of the debtor Post-Office.

4. Should on any occasion one of the Post-Offices be creditor of the other for paid money-orders amounting to a total exceeding 20,000 Kronor, the creditor office shall have the right to require a prepayment or provisional liquidation which may amount to three-fourths of the sum of the debt. In such case the payment shall follow immediately.

5. In the event of the balance of an account not being paid within the time specified in 1 and 2 above, the amount of such balance shall be chargeable with interest from the date of the stipulated period until the day of the transmission of the amount due. Such interest shall be computed at the rate of five (5) per cent. per annum, and is to be entered in the accounts next following as a debit against the dilatory administration.

ARTICLE XIX.

Additional rules.

1. The postal Administration in each country shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for the greater security against fraud, or, for the better working of the system generally.

2. All such additional rules, however, must be communicated to the Post Office of the other country.

ARTICLE XX.

Power to increase commission, or to suspend issue of orders.

Should it appear, at any time, that money-orders are used by mercantile men or other persons in Norway, or, in the United States, for the transmission of large sums of money, the Norwegian office, or, the Post-Office Department of the United States, as the case may be, shall consider the propriety of increasing the commission; and shall have power even for a time wholly to suspend the issue of money-order.

ARTICLE XXI.

This Convention shall come into operation on the 1st of April, 1887, and shall be terminable on a notice, by either party, of six calendar months.

Done in duplicate and signed at Washington this 30th day of November, 1886, and at Christiania this 5th day of February 1887.

(Signed) WM. F. VILAS,
Postmaster General of the
United States.

[Seal of the Post Office Department of the United States of America.]

— Kwartal 18

Afregning over Udvekslingen af Postanvisninger mellem Norge og Amerikas Forenede Stater.

Fordringer for Norge.	Beleb.		Fordringer for de Forenede Stater.	Beleb.	
	Kr.	Øre.		Kr.	Øre.
Postanvisninger fra de Forenede Stater til Norge, ifølge Postanvisningsfortegnelserne (A)			Postanvisninger fra Norge til de Forenede Stater, ifølge Postanvisningsfortegnelserne (A)		
Gebyr $\frac{1}{2}$ % af ovenstaaende Beløb			Gebyr $\frac{1}{2}$ % af ovenstaaende Beløb		
Anvisninger, tilbagebetalte til Afsendere i Norge, ifølge Fortegnelserne (B)			Anvisninger, tilbagebetalte til Afsendere i de Forenede Stater, ifølge Fortegnelserne (B)		
Ubetalte Postanvisninger fra Norge til de Forenede Stater, ifølge skeede Meddelelser			Ubetalte Postanvisninger fra de Forenede Stater til Norge, ifølge skeede Meddelelser		
Summa Kredit for Norge			Summa Kredit for de Forenede Stater		
Saldo tilkommende de Forenede Stater			Saldo tilkommende Norge		
	Doll.	Cents.			
Omsat til amerikansk Mynt ..					

C.

— Quarter 18

Statement of the result of the exchange of money-orders between the Kingdom of Norway and the United States of America.

To credit of Norway.	Amount.		To credit of United States.	Amount.	
	Kr.	Øre.		Kr.	Øre.
Orders issued in the United States and payable in Norway, as per list of money-orders (A). Commission, at one-half of 1 per cent. on above. Repaid orders to remitters in Norway, as per lists (B). Unpaid money-orders from Norway to United States, as per information.			Orders issued in Norway and payable in the United States, as per lists of money-orders (A). Commission, at one-half of 1 per cent. on above. Repaid orders to remitters in the United States, as per lists (B). Unpaid money-orders from United States to Norway, as per information.		
Total credit to Norway.....			Total credit to United States.....		
Balance due to United States.....			Balance due to Norway		
Converted in money of United States.	Dolls.	Cts.			

KRISTIANIA, — — —, 18

NETHERLANDS.

Convention for an exchange of money-orders between the United States of America and the Kingdom of the Netherlands.

ARTICLE 1.—*Exchange of money-orders.*

Between the Kingdom of the Netherlands and the United States of America there shall be a regular exchange of money-orders.

ARTICLE 2.—*Offices of Exchange.*

1. The Money-Order Service between the two countries shall be performed exclusively by means of offices of exchange.

2. The Office of exchange, on the part of the Kingdom of the Netherlands, shall be the general postal money-order office at the Hague, and on the part of the United States of America, New York, N. Y.

ARTICLE 3.—*Maximum amount of Orders.*

1. The maximum amount for which a money-order may be drawn in the Netherlands upon the United States shall be one hundred and twenty-five florins; and the maximum amount for which a money-order may be drawn in the United States, on the Netherlands, shall be fifty dollars (\$50.)

2. This maximum of one hundred and twenty-five florins and fifty dollars, respectively, may, however, be increased to two hundred and fifty florins and one hundred dollars, respectively, by mutual agreement between the Post Offices of the two countries, provided the Post Office Department of the United States is authorized, by law, to assent to such an increase.

ARTICLE 4.—*Payment in gold coin.*

Payment, in either country, shall be made in gold coin or its equivalent in the currency of such country.

ARTICLE 5.—*Commission.*

1. The Post Offices of the respective countries shall each have power to fix from time to time the rates of commission to be charged on all money-orders they may respectively issue. Such commission shall not, however, exceed one and one-half per cent. upon the amounts constituting the divisions in the schedule of commission.

2. The commission, so charged, to belong to the country of issue; but the Post Office of the Netherlands shall pay to the Post Office of the United States one-half of one per cent. on the amount of money-orders issued in the Netherlands and advised to the United States, and the Post Office of the United States shall make a like payment on the amount of money-orders issued in the United States and advised to the Netherlands.

3. Such payments to be calculated on the totals of the lists (A) exchanged every quarter of a year by the two countries.

ARTICLE 6.—*Rate of Conversion.*

1. The rate of conversion of the money of the country of origin into that of the country of payment shall be fixed by the Administration of the country of origin.

2. No account shall be taken of any fraction of one cent in the currency of the United States or of the Netherlands.

ARTICLE 7.—*Particulars to be observed for a money-order.*

1. No money-order shall be issued unless the remitter furnish in full, the surname, and at least the initial of one Christian name both of the remitter and of the payee; or the name of the firm or company who are the remitters or the payees, together with the exact address of the person or firm to whom the money is to be paid, and the address of the remitter.

2. The Post Office of the addressee shall be given with the greatest possible accuracy and, for money-orders to the Netherlands the Province, and, for money-orders to the United States, the State, and if possible the county, within which the post-office of the addressee is situated, shall be specially indicated.

ARTICLE 8.—*Duplicate Orders.*

1. In the event of a money-order miscarrying or being lost, a duplicate shall be granted by the Chief Office of the country of payment, on written application being made by the payee.

2. On the receipt of a similar application from the payee, instructions shall be given to stop payment of a money-order.

ARTICLE 9.—*Alterations in names of payees.*

Corrections of errors in the names of payees shall be effected by the Chief Office of the country of issue at the request of the remitter.

ARTICLE 10.—*Repayment of Orders.*

1. Repayment of an order shall not, in any case, be made, until it has been ascertained from the Chief Office of the country where such order is payable that the order has not been paid.

2. At the end of every quarter, each Postal Administration shall show, in a list similar to Form B, annexed, the particulars of all orders which it has been authorized to repay to the original remitters; and the total amount of such list, which for this purpose shall be transmitted to the accounting department of the General Post Office at the Hague, shall be entered to the credit of such administration in the account mentioned in Article 16.

ARTICLE 11.—*Unpaid money-orders.*

1. Money-orders which shall not have been paid within twelve calendar months from the month of issue shall become void. The sums received from such money-orders shall accrue to and be at the disposal of the country of origin.

2. The Post Office of the Netherlands shall, therefore, enter in the quarterly account (Article 16) to the credit of the United States, all money-orders entered in the lists received from the United States which remain unpaid at the end of the period specified.

3. On the other side, the Post Office Department of the United States shall, at the close of each quarter, transmit to the Post Office of the Netherlands, for entry in the quarterly account, a detailed statement of all orders included in the lists dispatched from the Office of the Netherlands which under this article become void.

ARTICLE 12.—*Lists of money-orders.*

1. The two offices of Exchange shall communicate to each other by every outgoing mail the sums received in each of the two countries for payment in the other. They shall use, for the purpose, the form of List, A, annexed.

2. The lists dispatched from each office of Exchange shall be numbered consecutively, commencing with No. 1 at the beginning of the month of July in each year; and the entries in these lists shall also have consecutive numbers.

3. Of each list dispatched a duplicate shall be sent, which duplicate, after being verified by the receiving office of exchange shall be returned to the dispatching office of exchange.

4. Money-orders issued in the Netherlands towards the end of June, and in the United States towards the end of December, and not reaching the respective offices of exchange until the first days of the following month, shall be entered and communicated to the office of exchange of the country to which they are sent, on separate lists, supplementary to the ordinary lists, dated the last of the month in which the sums were received.

5. A blank list, with the words, "No money-orders", written across its face, shall be transmitted when there are no receipts to be advised.

ARTICLE 13.—*Acknowledgment of Lists.*

1. The receipt of each list shall be acknowledged, on either side, by means of the first subsequent list forwarded in the opposite direction, and the list which shall fail to be received shall be immediately applied for by the office of exchange to which it should have been sent.

2. The dispatching office of exchange shall, in such case, transmit, without delay, to the receiving office of exchange, a duplicate list, duly certified as such.

ARTICLE 14.—*Verification of Lists.*

1. The lists shall be carefully verified by the office of exchange to which they are sent; and, when they contain simple errors, shall be corrected.
2. The correction shall be communicated to the dispatching office of exchange in the acknowledgment of the receipt of the list on which the corrections were made.
3. When the list shall disclose other irregularities, the receiving office shall require an explanation from the dispatching office of exchange, which shall give such explanation with as little delay as possible.
4. In the meantime, the issue of internal money-orders relating to the entries on the list found to be irregular shall be suspended.

ARTICLE 15.—*Internal money-orders to be prepared.*

As soon as the lists shall have reached the receiving office of exchange, that office shall prepare internal money-orders in favor of the payees and for the amounts specified in the lists, and shall forward them to the payees, or to the respective paying offices, in conformity with the arrangements existing in each country for regulating the payment of money-orders.

ARTICLE 16.—*Accounts.*

1. The Post Office of the Netherlands shall at the close of every quarter prepare an account showing:
 1. The totals of the lists of the quarter which have been exchanged between the two Post Offices, (Article 12;) with addition of the commission mentioned in Article 5;
 2. The totals of the lists of money-orders which the dispatching office has been authorized to repay to the remitter, (Article 10;)
 3. The totals of the money-orders which in the two countries have not been paid, (Article 11;)
 4. The balance which in conformity with the account has to be paid by either office.
2. For the purpose of balancing said account the smaller credit shall be converted into the same money as that of the larger credit. This conversion shall be based upon the average of the rates of exchange quoted at Amsterdam during the period embraced in the account, if the payment is due to the United States; and upon the average of such rates quoted at New York during a like period, if the payment is due to the Netherlands. To that end the debtor Administration shall forward to the creditor Administration a certified tabular statement of the rates of exchange, at Amsterdam or at New York, as the case may be, quoted each business day during the preceding quarter.
3. The quarterly account, which shall be in conformity with Form C, annexed, shall be transmitted, in duplicate, by the Post Office of the Netherlands to the Post Office Department of the United States, which shall return one copy of the account accepted.

ARTICLE 17.—*Payment of balance.*

1. When the Office of the Netherlands has to pay to the Office of the United States the balance of the account, it shall pay such balance at the same time that it sends the account, which shall be as soon as possible, and at latest within the close of the quarter immediately following that which the account concerns.
2. A similar course shall be followed by the Post Office Department of the United States when it returns the duplicate of the account accepted. This return shall be made as soon as possible, and at the latest within thirty days after the reception of the accounts.
3. The payment of the balance shall be made at Amsterdam, when it is to the credit of the Netherlands; and at Washington, when it is to the credit of the United States; and always in the money of the country to which payment is made, without any deduction for the last-mentioned country; and all expenses in the matter shall be at the charge of the debtor Post Office.
4. Should on any occasion one of the Post Offices be creditor of the other for paid money-orders amounting to a total exceeding ten thousand florins, the creditor office shall have the right to require a prepayment or provisional liquidation which may amount to three-fourths of the sum of the debt. In such case the payment shall follow immediately.
5. In the event of the balance of an account not being paid within the time specified in 1 and 2 above, the amount of such balance shall be chargeable with interest

from the date of the stipulated period until the day of the transmission of the amount due. Such interest shall be computed at the rate of five (5) per cent. per annum, and is to be entered in the accounts next following as a debit against the dilatory Administration.

ARTICLE 18.—*Additional rules.*

1. The Postmaster General in each country shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for the greater security against fraud, or, for the better working of the system generally.

2. All such additional rules, however, must be communicated to the Postmaster General of the other country.

ARTICLE 19.—*Power to increase commission or to suspend issue of orders.*

Should it appear, at any time, that money-orders are used by mercantile men or other persons in the Netherlands or in the United States for the transmission of large sums of money, the Post Office of the Netherlands or the Post Office Department of the United States, as the case may be, shall consider the propriety of increasing the commission; and shall have power even for a time wholly to suspend the issue of money-orders.

ARTICLE 20.—*Commencement and termination of Convention.*

This Convention shall come into operation on the 1st day of April, 1887, and shall be terminable on a notice, by either party, of six calendar months.

Done in duplicate and signed at Washington, this 30th day of November, 1886, and at The Hague, this 21st day of December, 1886.

[Seal of the Post Office Department
of the United States.]

WM. F. VILAS,

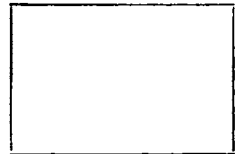
Postmaster General of the United States.

Le Directeur Général des Postes des Pays-Bas,

[Seal of the Department of Public Works & Commerce
of the Netherlands.]

HOFSTEDE.

Stamp of New York Office.



A.

List No. _____.

POST-OFFICE, NEW YORK, N. Y.,
_____, 188-.

SIR: I have received your list No. _____, of the _____ 188-, relative to orders drawn in the Netherlands, Nos. _____ to _____, and payable to persons residing in the United States.

The examination which has taken place has proved the correctness of the totals, viz: * _____, or _____ dollars _____ cents.

In return I transmit to you, on the other side (in duplicate), a detailed account of the amounts received for orders payable in the Netherlands, the particulars of which have reached this office since the dispatch of my late list No. _____.

Be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, respectfully, your obedient servant,

Postmaster, New York, N. Y.

To the POST-OFFICE,
The Netherlands.

* In case any differences be found, such differences to be stated below.

Stamp of New York office.

Blanks to be filled by the receiving International Office of the Hague.

List No. _____
 Sheet No. _____

Blanks to be filled by the dispatching International Office of New York.

Date of order.	International number.	Original number.	Office of issue.	Name of remitter.	Address of remitter.	Full name of payee.	Full address of payee.		Amount received in the United States.		Amount to be paid in the Netherlands.		Number of inland order of the Hague.	Post office on which the final order is drawn.	Remarks.	
							Post-office.	Province.	Dolla.	Cts.	Fl.	C.				

A.

POST-OFFICE,
_____, 188-

SIR: I have examined the within list No. _____, dated _____, 188-, amounting in the aggregate to _____ dollars _____ cents, or _____.

I have found said list correct, with the following exceptions:

.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

To the POSTMASTER,
Money-Order Exchange Office, New York, N. Y.

C.

— Quarter, 188—.

Statement of the result of the exchange of money-orders between the Kingdom of the Netherlands and the United States of America.

To credit of the Netherlands.		Amount.	To credit of the United States.		Amount.
		<i>Fl.</i> <i>c.</i>			<i>\$</i> <i>c.</i>
Orders issued in the United States and payable in the Netherlands, as per list of money-orders (A)			Orders issued in the Netherlands and payable in the United States, as per lists of money-orders (A)		
Commission, at one-half of one per cent. on above			Commission, at one-half of one per cent. on above		
Repaid orders to remitters in Netherlands, as per lists (B)			Repaid orders to remitters in the United States, as per lists (B)		
Unpaid money-orders from the Netherlands to the United States, as per information			Unpaid money-orders from the United States to the Netherlands, as per information		
Deduct credit of the United States (converted at the average rate of exchange in New York during the quarter to which this account pertains)			Deduct credit of the Netherlands (converted at the average rate of exchange in Amsterdam, during the quarter to which this account pertains)		
Balance to credit of office of the Netherlands			Balance to credit of office of the United States		
Paid on account by office of the United States			Paid on account by the office of the Netherlands		
Dates.	Amounts.		Dates.	Amounts.	
	<i>Fl.</i> <i>c.</i>			<i>\$</i> <i>c.</i>	
Balance remaining			Balance remaining		

REPORT
OF THE
SUPERINTENDENT OF FOREIGN MAILS
TO THE
POSTMASTER-GENERAL
FOR
1887.

1001

REPORT

OF

THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., September 1, 1887.

SIR: I have the honor to submit the report of the office of Foreign Mails for the fiscal year ended June 30, 1887.

The Department, since my last annual report, has regularly received tenders for the conveyance of United States mails from all the steamship companies (both foreign and domestic) departing from the ports of the United States for foreign countries, and such as, from the records of this office, have shown the greatest speed, have been accepted to convey the mails to the ports of call and destination of the steamers, at the compensation, when American in build and register, the sea and inland postage (\$1.60 per pound for letters and post-cards, and 8 cents per pound for other articles); when of foreign build and register, the sea postage (44 cents per pound for letters and post-cards, and 4½ cents per pound for other articles).

The United States and Brazil Mail Steamship Company has continued to decline to receive the warrants in their favor (amount \$11,069.10) for services rendered in conveying the mails from the United States to Brazil during the last fiscal year, with a statement that the several amounts (the sea and inland postage) allowed by the Postmaster-General were not adequate compensation for the service rendered.

I append the correspondence between the company and the Post-Office Department on that subject, marked Appendix A.

WEIGHT OF MAILS.

The following two tables show the actual net weights of the mails dispatched to foreign countries by sea and the proportion sent to each country, and 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:

Weights of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1887.

Countries.	Letters.	Prints.	Countries.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>		<i>Grams.</i>	<i>Grams.</i>
Great Britain	103,386,435	466,825,303	Portugal.....	810,880	2,061,145
Austria	8,843,086	19,029,340	Russia	6,230,475	9,120,645
Belgium	2,659,233	14,696,055	Spain	1,969,525	11,728,800
Denmark	3,525,005	7,304,956	Sweden	12,916,835	87,882,854
France	15,426,171	72,213,786	Switzerland.....	4,457,900	20,844,620
Germany	52,268,235	193,316,816	Turkey	522,795	5,871,480
Italy	9,860,545	42,814,405			
Netherlands	2,717,025	9,787,540	Total	*232,894,729	1927,787,865
Norway	7,100,590	14,750,620			

* Or 513,533 pounds.

† Or 2,045,772 pounds.

Weights of the mails dispatched by sea to foreign countries, etc.—Continued.

Countries.	Letters.	Prints.	Countries.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>		<i>Grams.</i>	<i>Grams.</i>
Cuba.....	3,116,051	28,407,083	San Domingo.....	163,900	2,380,205
Australia, etc. (non-union)			Nicaragua.....	244,097	3,290,100
British Columbia.....	2,702,307	69,377,702	Costa Rica.....	295,196	3,528,618
Hawaiian Islands.....	1,302,974	5,622,250	Salvador.....	209,596	2,930,809
Japan.....	1,774,733	19,902,093	Porto Rico (direct).....	128,980	615,830
Windward Islands.....	2,081,263	21,196,191	Ecuador.....	254,862	3,278,855
United States of Colombia.....	1,171,653	10,962,370	Uruguay.....	137,015	3,093,990
Brazil.....	1,468,980	10,832,817	Paraguay.....	3,465	99,040
Hong-Kong.....	1,076,389	13,555,985	Cocacoa.....	256,105	1,157,080
Bermuda.....	1,267,452	4,630,585	Tahiti.....	78,132	1,323,108
Jamaica.....	747,215	6,873,450	St. Pierre and Miquelon.....	1,770	10,470
Argentine Republic.....	565,295	5,881,365	Java.....	7,168	92,120
Chili.....	449,470	9,597,935	Manilla.....	59,728	480,004
Guatemala.....	491,931	12,918,814	Turk's Island.....	40,330	372,030
Mexico.....	550,303	6,474,708	Siam.....	6,703	137,219
Peru.....	540,410	4,716,361	Singapore.....	12,634	90,232
Haiti.....	483,683	9,638,066	From United States consular at Shanghai.....	354,885	453,806
Bahamas.....	347,365	3,647,845	New Caledonia.....	5,896	105,318
Republic of Honduras.....	268,623	2,596,398	Bolivia.....	18,885	857,555
Newfoundland.....	285,168	3,374,971	Cochin China.....	4,803	44,722
United States consular, Shanghai.....	27,380	215,960	Hong-Kong postal agency at Shanghai.....	1,328	1,151,800
British Honduras.....	554,428	6,286,383	Marquesas Islands.....	4,045	91,700
Nova Scotia.....	199,806	1,359,298	Martinique and Guadeloupe.....	580	7,020
Venezuela.....	434,573	8,868,200			
St. Thomas and Porto Rico, via Cuba.....	655,885	8,868,200			
	159,029	2,596,327	Total.....	*25,031,938	†301,628,814

* Or 55,195 pounds.

† Or 663,769 pounds.

The weights of the mails conveyed from the United States to foreign countries during the fiscal year ended June 30, 1887, shows an increase in the transatlantic mails of 10.59 per cent. of letters and 12.35 per cent. of other articles.

The mails for the Central and South American countries show the more gratifying increase of 19.21 per cent. of letters, and 20.49 per cent. of other articles. This increase comes mainly from the Central and the northern tier of South American states.

In some cases the mails have increased more than double, as in the case of Venezuela, where the increase was 236 per cent.; island of Curaoa, 141 per cent. The Central American states show an average increase of 36 per cent.; Argentine Republic, 28.71; Ecuador, 26.06; Uruguay, 25.91; Brazil, 25.24; Peru, 17.20, and the Republic of Colombia, 43 per cent.

As the greater part of the correspondence exchanged in the mails with these countries is commercial in its character, the increase can be attributed alone to the increased business relations with them.

The increase of business relations is indicated in a measure by the increase in the correspondence of this office, the records showing that while during the year ended June 30, 1885, 10,641 communications were received and disposed of, during the year ended June 30, 1886, 12,379 were acted on, and during the year just closed the number reached 15,455—an increase of nearly 5,000 in two years. But it is perhaps more clearly demonstrated by the steady increase in the number of sailings from ports in the United States to the West Indies, and South and Central American states, during the last five years, as given in the following table, viz :

Number of sailings, annually, for the five years ended June 30, of steamers from New York, New Orleans, and San Francisco, to the West Indies and to Central and South American states.

Year ended June 30—	From New York.	From New Orleans.	From San Francisco.	Total.
1883.....	416	114	20	560
1884.....	413	116	36	565
1885.....	471	164	26	671
1886.....	470	199	43	712
1887.....	545	231	55	831

FOREIGN MAILS STATISTICS.

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, 1887, based upon the count of such matter exchanged during seven days of October, 1886, and seven days of April, 1887, 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.....	38,540,712	32,957,492	71,498,204	5,583,220	.....	.54	46
Number of unpaid and insufficiently paid letters.....	737,974	1,431,961	2,169,935	.....	693,987	.34	66
Number of free-of-postage letters.....	194,884	124,910	319,794	69,974	.....	.61	39
Total number of letters.....	39,473,570	34,514,363	73,987,933	4,959,267	.....	.53	47
Number of postal cards.....	1,813,972	1,647,318	3,461,290	166,654	.....	.52	48
Number of packages of newspapers, other printed matter, and business papers.....	37,887,410	28,687,664	66,575,074	9,199,746	.....	.57	43
Number of packets of samples of merchandise.....	316,484	593,816	910,300	.....	277,332	.35	65
Number of registered articles.....	741,732	1,832,362	2,674,034	.....	596,570	.36	64
Number of demands for return receipts.....	33,034	25,804	58,838	7,230	.....	.56	44
Prepaid postage on letters.....	\$1,638,813.57	.....	.....	.....	.....	.....	.....
Prepaid postage on printed matter.....	503,642.96	.....	.....	.....	.....	.....	.....
Registration fees paid on packets sent.....	74,173.20	.....	.....	.....	.....	.....	.....
Unpaid postages on letters, printed matter, etc.....	37,974.66	\$141,578.68	\$179,553.34	.....	\$103,604.02	.21	79

COST OF THE SERVICE.

The sums reported on account of the Shanghai and Panama postal agencies, the Panama Railway, and the sea transportation of the United States mails, including "open and closed mail matter" from foreign countries, dispatched from the United States (and including also the inward service on mails from non-conventional countries), during the fiscal year ended June 30, 1887, amounted to \$425,818.53, distributed as follows :

For Shanghai agency	\$1,552.20
For Panama agency	840.00
For Panama Railway transit.....	6,018.74
For Transatlantic service	314,330.32
For Transpacific service.....	38,465.49
For West Indian, Mexican, Canadian, Newfoundland, and Central and South American service	51,416.44
	<hr/>
	412,673.19
The sums reported for payment on account of transportation of closed mails of foreign origin during the fiscal year ended June 30, 1887, was	24,773.86
	<hr/>
Total cost of service	437,447.05
From the above must be deducted the amount of mail matter conveyed by foreign steamship companies under subvention and settled for in account of balances due foreign countries.....	11,628.52
	<hr/>
	425,818.53

The following foreign postal agencies were maintained by the United States during the fiscal year ended June 30, 1887: (1) Shanghai, China; (2) Panama, United States of Colombia.

(1) Shanghai :	
Expenditure :	
Clerk-hire	\$1,200.00
Messenger and other labor.....	365.00
Rent.....	200.00
Gas and fuel	29.75
Miscellaneous.....	53.45
	<hr/>
Total.....	1,848.20
Income :	
Box-rents.....	296.00
	<hr/>
Net cost of agency	1,552.20

N. B.—The accounts of postage-stamps furnished to the Shanghai agency and sold by it are kept in the Third Assistant Postmaster-General's office.

The British and Japanese Governments maintain postal agencies at Shanghai, which are Postal-Union offices, whilst the United States postal agency at Shanghai is virtually a domestic post-office of the United States, established and maintained for the benefit of people of the United States having correspondence with China, and of Americans residing in that country.

(2) Panama :	
Expenditure :	
Clerk-hire	\$600.00
Transportation of mails	180.00
Porterage of mails	60.00
	<hr/>
Total.....	840.00

The Panama postal agency is maintained chiefly for the benefit of the officers and crews of the United States Pacific Squadron.
 Net cost of both agencies, \$2,392.

Transatlantic service.

	Letters.	Papers.	Rate of pay per kilogram.*		Amount paid.
			Letters.	Papers.	
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Francs †</i>	<i>Centimes ‡</i>	
North German Lloyd Line	214,292	813,573	5	50	\$129,348.98
Cunard Line, New York	114,467	475,595	5	50	70,885.00
White Star Line	58,612	231,915	5	50	35,809.78
Gulon Line	63,005	256,656	5	50	38,805.88
Anchor Line	13,006	52,495	5	50	7,989.26
Hamburg-American	29,532	85,474	5	50	12,729.16
Inman Line	5,447	20,373	5	50	3,275.55
National Line	4,021	16,142	5	50	2,406.29
Cunard Line (Boston)	1,610	9,399	5	50	1,115.84
Canadian Line	266	1,162	5	50	167.34
American Line §	67	724	.....	.....	165.38
Thingvalla Line	10	61	5	50	7.25
(a) Red Star Line	27	3	.....	.....	18.93
(a) Netherlands Steam Navigation Company ..	7	137	.....	.....	3.13
(a) General Transatlantic Line	18,314	82,963	.....	.....	11,606.46
Total	513,533	2,045,772	.....	.....	314,380.32

* 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, \$1.60 per pound; papers, 8 cents per pound.
 (a) Settled for in account of balances due foreign countries.

Transpacific service.

	Letters.	Papers.	Rate of pay per pound.		Amount paid.
			Letters.	Papers.	
	<i>Pounds.</i>	<i>Pounds.</i>		<i>Cents.</i>	
Pacific Mail Line:					
Japan, etc.	4,236	35,919	\$1.60	8	\$9,651.01
Hawaii	19	333	1.60	8	57.00
Occidental and Oriental Steamship Company:					
Japan, etc.	3,655	31,119	.44	4½	2,961.35
Hawaii	48	746	.44	4½	53.62
San Pablo, Japan	950	8,599	1.60	8	2,208.44
Oceanic, Hawaii	2,094	22,831	.44	4½	2,077.64
Oceanic, New Caledonia and Australia	7,626	171,788	(*)	.....	20,000.00
Surprise and Discovery, Hawaii	66	991	.44	4½	184.38
Inward service	1,221	1,000	.....	.....	1,271.96
Total	19,915	273,326	.....	.....	38,465.49

* Oceanic Steamship Company paid from October 25, 1885, for a period of three years, \$20,000 per year.

Miscellaneous service.

	Letters.	Papers.	Rate of pay per pound.		Amount paid.
			Letters.	Papers.	
PACIFIC MAIL.					
United States of Colombia, from New York	Pounds. 5,464	Pounds. 82,468	\$1.60	Cents. 8	\$15,346.62
From San Francisco to Mexico, United States of Colombia, etc.	876	5,402	1.60	8	1,833.00
Oregon Rail and Navigation Company, to British Columbia	1,738		*.01		1,455.84
Pacific Coast to Victoria, B. C.	1,135		*.01		391.25
Rakata, from San Francisco to Tahiti and Marquesas.	9	319	.44	4½	18.09
Alessandro, from San Francisco to Mexico	7	86	.44	4½	8.89
Sardonyz, from San Francisco to Mexico	1	15	.44	4½	1.15
City of Topaka, from San Francisco to Mexico	7	22	1.60	8	12.42
Tampa, Key West to Cuba	31	48	1.60	8	52.97
Plant Investment Company:					
To Cuba	528	5,036	1.60	8	1,242.68
To Windward Islands and Porto Rico	33	489	1.60	8	91.92
Coleman's Line, from Key West to Bahamas	19	1	.44	4½	8.44
Cash Line, Key West to Bahamas	6	2	.44	4½	2.41
Cash & Curry's Line, Key West to Bahamas	3	8	.44	4½	1.55
Lizzie Henderson, Key West to Bahamas	100	837	1.60	8	235.37
City of Monticello, Jacksonville to Bahamas	92	970	1.60	8	224.71
J. L. Phipps & Co., New Orleans to Central America	411	5,354	.44	4½	414.22
New Orleans and Central American	55	966	1.60	8	165.65
Do	42	240	.44	4½	29.47
Hoadley & Co., New York to Central America	11	69	1.60	8	23.29
Proceda, Baltimore to Brazil, etc.	76	1,591	.44	4½	162.72
Oteri's, New Orleans to Honduras Republic	57	481	1.60	8	130.46
Do	76	824	.44	4½	69.15
Royal Mail, to Central America	1,545	17,797	1.60	8	3,657.77
Do	129	1,891	.44	4½	135.32
Dominican, to Hayti and San Domingo	64	1,280	1.60	8	205.30
Haytian Republic to Hayti and Turk's Island	109	78	.44	4½	8.85
Earn Line, to Cuba	12	1,042	.44	4½	93.36
Williams & Rankine, to Central America	33	195	.44	4½	22.33
Harrison's, New Orleans to Central America	3,752	60,024	1.60	8	10,864.35
United States and Brazil to Brazil	291	3,141	.44	4½	264.73
Do					
Atlas:					
Direct to Jamaica	1,956	26,585	.44	4½	1,757.07
United States of Colombia, etc.	208	4,366	.44	4½	232.05
Morgan:					
New Orleans to Cuba	95	595	1.60	8	192.81
New Orleans to Mexico	41	39	1.60	8	67.69
Blanche Henderson, Bermuda	4	56	1.60	8	16.79
Amethyst, United States of Colombia, etc.	3	20	.44	4½	2.12
New York and Jamaica direct	559	6,830	.44	4½	543.50
New York and Jamaica, United States of Colombia	308	7,869	.44	4½	468.68
Clyde, Hayti, San Domingo, etc.	390	4,395	1.60	8	960.65
Loecraft & Co., Central America	8	225	1.60	8	30.32
Butler, McDonald & Co., Porto Rico	138	479	.44	4½	81.57
Winchester & Co.:					
Brazil, etc.	85	2,402	.44	4½	142.55
Porto Rico	98	621	1.60	8	207.79
Theband:					
Venezuela	32	486	.44	4½	45.56
Mexico	12	120	.44	4½	6.98
New York, Halifax to Newfoundland	13	29	.44	4½	6.98
Quebec:					
Bermuda	1,633	14,953	.44	4½	1,269.11
Windward Islands	1,234	11,961	.44	4½	1,185.60
Red "D," Venezuela and Curagon	1,900	18,845	.44	4½	4,457.47
Red Cross, Brazil, etc.	229	2,112	.44	4½	192.80
Atlantic and West India, to Windward Islands	436	4,311	.44	4½	376.32
Booth's Line, Brazil, etc.	184	1,644	.44	4½	152.32
Shadwan, Argentine Republic, Uruguay, and Paraguay	95	2,062	.44	4½	131.74
Alert, Hayti and Turk's Island	25	462	1.60	8	79.42
Christall, G. H., Venezuela, etc.	38	553	.44	4½	40.90
New York and Cuba Mail:					
To Cuba	66	232	1.60	8	124.88
To Bahamas	367	3,907	1.60	8	331.48
Kiel, to Uruguay, Paraguay, etc.	58	2,446	.44	4½	122.45
New York, Havana, and Mexican to Mexico	181	1,374	.44	4½	399.03
Yarmonth Steamship Company	513		*.01		227.30
Boston, Halifax, and Prince Edward Island	445		*.01		148.98
Inward service	21	31			28.28
Total	28,128	316,633			51,416.44

* One cent per letter.

Foreign closed mail service.

TRANSATLANTIC SERVICE.

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
North German Lloyd.....	8,646,678	25,848,188	\$10,838.88
Cunard.....	8,640,967	9,589,203	4,438.89
White Star.....	2,207,885	7,106,211	2,815.73
Guion.....	2,685,302	7,535,534	3,318.50
Inman.....	225,285	604,945	276.86
National.....	294,107	901,681	370.63
Hamburg-American.....	228,509	567,792	275.30
Anchor.....	1,060,576	2,895,498	1,302.87
General Transatlantic.....	290,874	920,186	369.01
Total.....	*19,277,737	†55,988,238	24,005.87

* Or 42,507 pounds.

† Or 123,454 pounds.

MISCELLANEOUS SERVICE.

	<i>Grams.</i>	<i>Grams.</i>	
Atlas.....	8,344	106,303	\$18.30
New York and Cuba.....	151,103	2,430,129	380.32
Williams & Rankine.....	20,272	188,050	37.71
Hemmenway, Goss & Brown.....	6,407	106,797	16.49
Clyde.....	2,502	148,411	16.74
Samana Company, limited.....	3,530	102,678	13.32
Quebec.....	14,062	147,798	27.83
United States and Brazil.....	3,751	37,515	7.24
New York and Jamaica.....	17,615	23,642	19.19
Pacific Mail.....	815	120,825	12.45
Red "D".....	29,120	267,135	63.88
Plant Investment Company.....	38,191	1,003,065	133.71
Lorenzo Baker.....	587	10,909	1.57
Blanche Henderson.....	11,555	50,833	16.06
Lord & Austin.....	5,252	54,883	10.36
City of Monticello.....	254	4,730	.70
Lizzie Henderson.....	398	4,317	.80
Atlantic and West India.....	925	4,400	1.32
Total.....	‡314,539	‡‡4,813,080	767.99

‡ Or 694 pounds.

‡‡ Or 10,655 pounds.

Number of trips per quarter and year, the average apparent time, in hours, per trip per quarter and year, occupied by the steamers of the different transatlantic steamship companies in conveying the United States mails from New York to London and to Paris during the fiscal year ended June 30, 1887, as shown from the records of this office.

Lines and steamers.	First quarter.		Second quarter.		Third quarter.		Fourth quarter.		Total.	
	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.
Cunard (New York to London via Queenstown):		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>
Umbria.....	4	186.4	3	190.5	2	188.3	3	186.8	12	187.5
Etruria.....	3	187.8	3	194	1	182	4	185.3	11	189
Anrania.....	2	201.3	4	202.8	3	210.8	3	213.6	11	206.9
Servia.....	3	205.3	3	216.7	1	207.6	3	213.2	10	211.7
Gallia.....	1	221.7	.....	.....	3	238.7	.....	.....	4	234.6
Bothnia.....	1	245	.....	.....	1	248.4	.....	.....	2	246.9
North German Lloyd (New York to London via Southampton):										
Trave.....	3	198.2	2	200.6	3	199.6	3	199.3	11	199.3
Aller.....	3	201.3	4	207.9	2	208.7	4	205.3	13	205.7
Ems.....	3	206.4	3	209.3	2	204	3	205	11	206.4
Saale.....	2	205.7	2	209.6	4	210	3	202.4	11	207.1
Eider.....	3	206.5	3	208.5	2	207.7	3	206.8	11	207.3
Werra.....	.....	.....	2	204.5	2	208.7	3	213.4	7	208.6
Folda.....	3	203.1	3	210.7	2	214	3	213.2	11	208.9
Elbe.....	2	214.8	2	212.2	1	243.7	4	221.1	9	220.7
National (New York to London via Queenstown):										
America.....	2	199.5	1	204.9	.....	.....	.....	.....	3	201.3
Anchor (New York to London via Queenstown):										
City of Rome.....	3	201.8	1	202.7	.....	.....	3	205.2	7	203.4
Gulion (New York to London via Queenstown):										
Alaska.....	2	207.4	3	197.4	2	206.6	3	210.9	10	205.1
Arizona.....	3	214.1	2	223.2	3	234.3	3	227.6	11	224.9
Wisconsin.....	1	259.3	1	256.9	.....	.....	.....	.....	2	258.1
White Star (New York to London via Queenstown):										
Britannic.....	4	220.9	3	222	3	211.6	2	226.5	12	219.6
Germanic.....	3	226.7	3	226.3	3	229.3	4	229.2	13	228
Adriatic.....	3	229	3	236.4	2	233.5	2	238	10	233.3
Republic.....	.....	.....	1	224.5	1	238	2	239	4	237.1
Celtic.....	3	234.7	1	236	1	240	.....	.....	5	236
Hamburg-American (New York to London via Plymouth):										
Hammonia.....	3	232.4	1	245.4	.....	.....	2	250.9	6	241.7
Lessing.....	2	233.9	.....	.....	1	260.4	1	243.4	4	242.9
Wieland.....	2	236.9	2	246.5	.....	.....	3	248.5	7	244.6
Gellert.....	2	254.6	2	257.8	1	257.6	.....	.....	5	256.3
Iunan (New York to London via Queenstown):										
City of Chicago.....	1	243.6	1	237.5	1	243.8	.....	.....	3	241.6
City of Berlin.....	2	236.9	1	254.3	.....	.....	.....	.....	3	242.7
Baltic.....	2	244.1	1	244.4	.....	.....	.....	.....	3	244.2
City of Richmond.....	2	251.1	.....	.....	.....	.....	.....	.....	2	251.1
City of Chester.....	1	254.9	1	247	2	262.6	.....	.....	4	256.5
General Trans-atlantic (New York to Paris via Havre):										
La Bourgogne.....	3	203	3	197.9	3	206.3	3	200.7	12	202
La Champagne.....	2	200	3	198.3	2	210.3	.....	.....	7	202.3
La Gascogne.....	.....	.....	3	199.7	3	204.3	2	208.6	8	205.6
La Bretagne.....	1	205.2	2	201.7	3	208.8	3	200.5	9	204.6
La Normandie.....	3	218.8	2	213.2	2	218.5	3	224.8	10	219.4

The present system of dispatching the transatlantic mails by the fastest steamers without regard to the flag under which they sail has given great satisfaction to the people of the United States; and much complaint has been made by the commercial and financial interests of the country on account of the different policy pursued by some of the European governments in confining the dispatches of their mails for the United States to certain lines of steamers, without regard to the speed of the vessels, so that it often happens that imported merchandise shipped by fast steamers arrives at the New York custom-house before the mails containing the letters of advice respecting the merchandise reach this country, which, in many instances, results in inconvenience to the consignees of the merchandise.

The Central and South American service is as good as can be obtained under the present system of dispatching mails by vessels "when loaded." Frequently vessels tendered to the Department to convey these mails on a certain day sail several days before or after the time appointed, to the annoyance and inconvenience of correspondents. I have to suggest, as one means of correcting this evil, that if the Postmaster-General were authorized by law to allow an additional compensation, over and above that now allowed to vessels engaged in this service (upon the basis of the weights of the mails conveyed), a system of premiums and penalties might be mutually agreed upon by this Department and steamship companies, which would make it to the advantage of the steamship companies to adhere closely to their scheduled sailing dates, whereby the efficiency of the service would be materially increased and the commercial interests of the country benefited.

The amount estimated as necessary to be appropriated for the foreign mail service for the fiscal year ending June 30, 1889, is \$647,000.

This sum is composed of the following items, viz: For the transportation of mails of United States origin, including open mail matter of foreign origin \$512,630.69; closed mails of foreign origin, \$25,000; railway transit across the Isthmus of Panama, \$6,000; maintenance of the United States postal agencies at Panama and Shanghai, \$2,392; contingencies, \$977.31; for balances due foreign countries for intermediary transit, the United States' portion of the expenses of the International Bureau of the Universal Postal Union, and the subscription of this Department to the Monthly Journal (*l'Union Postale*) of that Bureau, \$100,000.

There is no reason to suppose that there will be any material increase during the next fiscal year in the balances due foreign countries, the expense of the postal agencies at Panama and Shanghai, the cost of transporting mails of foreign origin, or in the Isthmus transit of the mails; and I have, therefore, estimated these items at the same amount at which they were estimated in my last report.

But I find that the cost of the sea conveyance of United States mails in 1886 and 1887 exceeded that for 1885 and 1886, as follows, viz :

The weight of the mails conveyed to ports to which American vessels do not ply was :

	Letters.	Prints.
	Pounds.	Pounds.
Fiscal year ended June 30—		
1886	464,360	1,930,817
1885	449,058	1,790,908
Increase	15,302	139,909
1887	513,533	2,045,772
1886	464,360	1,930,817
Increase	49,173	114,955
Percentage of increase—		
1885-'86	3.40	7.81
1886-'87	10.59	5.95
Average	13.99	13.76
	6.99	6.88

At this rate of increase—6.99 per cent. for letters and 6.88 for printed matter—the weights for the fiscal year ending June 30, 1888, will give :

Letters :		Pounds.
Fiscal year ended June 30, 1887		513,533
Add 6.99 per cent. increase		35,896
Weight in 1888		549,429
Add 6.99 per cent. increase		38,405
Weight in 1889		587,834
Prints :		
Fiscal year ended June 30, 1887		2,045,772
Add 6.88 per cent. increase		140,749
Weight in 1888		2,186,521
Add 6.88 per cent. increase		150,433
Weight in 1889		2,336,954

The cost of conveying the above amount of mail at 5 francs per kilogram of letters and post-cards (44 cents per pound) and 50 centimes per kilogram for printed matter (4½ cents per pound) will make the total cost of this service :

For letters and post-cards	\$258,646.96
For printed matter	105,162.93
Total	363,809.89

The weight of the mails conveyed to ports to which American vessels ply was :

	Letters.	Prints.
Fiscal year ended June 30—	Pounds.	Pounds.
1886.....	50,299	489,618
1885.....	40,281	408,514
Increase.....	10,018	81,104
1886.....	50,299	489,618
1887.....	48,053	569,969
Decrease.....	2,246	
Increase.....		100,841
Percentage of increase 1885-'86.....	24.87	19.85
Percentage of decrease 1886-'87.....	4.67	
Percentage of increase 1886-'87.....		20.48
	20.20	40.33
Average percentage of increase.....	10.10	20.16

At this rate of increase, 10.10 for letters and 20.16 for prints, the weights for the fiscal year ending June 30, 1889, will give :

	Pounds.
Letters:	
Fiscal year ended June 30, 1887.....	47,053
Add 10.10 per cent. increase.....	4,853
Weight in 1888.....	52,906
Add 10.10 per cent. of increase.....	5,344
Weight in 1889.....	58,250
Prints:	
Fiscal year ended June 30, 1887.....	489,618
Add 20.16 per cent. increase.....	83,802
Weight in 1888.....	578,420
Add 20.16 per cent. of increase.....	116,840
Weight in 1889.....	695,260

The cost of conveying the above amount of mail at the sea and inland postage (\$1.60 per pound of letters and post-cards and 8 cents per pound of printed matter) will be :

For letters and post-cards.....	\$93,200.00
For printed matter.....	55,620.80
	148,820.80
Add the amounts, viz:	
For conveyance of mails to ports to which American vessels do not ply.....	363,809.89
For conveyance of mails to ports to which American vessels ply.....	148,820.80
Balances due foreign countries.....	100,000.00
Closed mails.....	25,000.00
Isthmus transit.....	6,000.00
Shanghai and Panama postal agencies.....	2,392.00
Contingencies.....	977.31
Total.....	647,000.00

Should the parcel post conventions alluded to in this report go into effect, they will materially increase the volume of the mails, and correspondingly increase the cost of their transportation. There is as yet no data upon which to intelligently estimate this cost, but it would probably not be unreasonable to place it at, at least, \$25,000.

MEXICAN POSTAL TREATY.

I annex hereto a copy of the postal convention between the United States and Mexico, signed and approved by the President on the 21st of June, and which went into effect on the 1st of July, 1887. (Appendix B.)

The question of a new postal treaty between the two countries has been under consideration by the Post-Office Department since 1883. A convention was concluded by your predecessor, and Señor Romero, the Mexican minister, and signed in the city of Washington on the 20th day of October, 1884, and was sent to Mexico for approval by the Senate and President of the Mexican Republic. This treaty was in every respect and effect the same as the Canadian postal treaty which has been in force since 1875, and provided only for the transmission through the mails of letters, post-cards, printed matter, and samples of merchandise. In November, 1886, Señor Romero, the Mexican minister, returned to this Department the convention made with your predecessor, accompanied by three amendments desired by his Government to the then pending treaty, the first two of which were of minor importance, the third containing the provisions relative to the reciprocal conveyance by land or sea of the closed mails of the one country by or through the possessions of the other, which was provided for by the postal convention of 1861 between the two countries and then in force.

The effect of the convention as it then stood was only to reduce the rates of postage on first and second class matter from the United States to Mexico, with no corresponding reduction from Mexico to the United States, and to the exclusion of our fourth class matter, by which all merchandise would be excluded from the mails exchanged between the two countries.

The question of including fourth-class matter was of great importance, as it would remove many of the restrictions which existed in our commercial relations, and would tend to cement the bond of good-fellowship and the friendly and business relations between the United States and our "Sister Republic."

To correct these defects a new draft of a convention was prepared and presented to Señor Romero, the Mexican minister to this Government, which met with his hearty approval and cordial indorsement, and was ratified by both countries. When it went into effect, many mercantile houses, located in various cities of the Union, celebrated the event by sending by mail appropriate souvenirs of the occasion to prominent persons in various parts of the Mexican Republic. It is expected that a large retail trade between the United States and Mexico will quickly spring up as the result of the facilities offered for the unrestricted exchange by mail of small packages of merchandise. I quote from a letter recently received from a gentleman a citizen of Mexico:

The great advantage which the postal convention between the United States and Mexico will bring to this country (Mexico) has awakened in many people here a desire to carry on business transactions directly with the principal cities of the United States, and they intend to make trial of the system of purchase by retail of such goods as may come by mail.

We may confidently expect the total of the postal revenue to the Department from the mails for Mexico will be much larger than ever before, as the exchange of commercial packets of merchandise alone will cause the mails to be materially increased, to say nothing of the increase of correspondence which will naturally follow the reduction of the letter rate of postage from 5 cents per one-half ounce to 2 cents per ounce.

The new treaty, in effect, makes a unification of the postal systems of the two countries into one postal territory, as articles of every kind or nature which are admitted to the domestic mails of either country are admitted to the mails exchanged between the two countries at the domestic rates of postage and classification of the country of origin; provided the rates of postage do not exceed in either country the minimum rates of postage and registration fee prescribed by Articles 5 and 6 of the Universal Postal convention of Paris of June, 1878, as amended by the additional act of Lisbon of March 21, 1885, and as each administration retains to its own use the whole of the postages it collects, there will be no postage accounts between the two countries.

PARCEL POST.

The Post-Office Department has pending, and in a few months will, it is expected, complete, parcel-post conventions with several West India Islands and South and Central American states, for the purpose of despatching through the mails merchandise parcels of declared value, through which the Department will add a new avenue, and obtain new facilities, for increasing the trade relations with our South American neighbors.

The barriers which at present exist and prevent to a great extent the purchase of small articles of merchandise in the markets of the United States are the consular and custom-house brokers' fees, which in some cases are several times greater than the original cost of the article purchased.

The present system requires every shipment of merchandise exported from the United States to some of the South and Central American states to be accompanied by an invoice in quadruplicate, giving a detailed description of the goods, weight, quality, place of manufacture, place of shipment, etc., all of which has to be certified by a consul representing the country of destination, who receives a fee of from \$4 to \$5, whether the invoice represents one pair of gloves or a cargo of gloves; and each consignee has to apply in writing for the delivery of his goods, and in some countries in such great detail as to require expert brokers to pass the goods through the custom-house; but under the parcel-post system all such fees will be removed, leaving none of the costly machinery of certified invoices, consular certificates, and other charges, which make the trade in parcel merchandise virtually prohibitory. The only charge in the country of origin will be for postage, at the rate of 12 cents per pound; and in the country of destination 1 cent for each 4 ounces, and such import duties as are required by the laws and regulations of that country; so that a person in a country with which such relations have been entered into may, by letter, order and have sent by mail to their address from the markets of the United States any article of merchandise without regard to value, not exceeding the limitations as to size or weight; provided the packages, when shipped, are so wrapped or enclosed as to permit of their contents being easily examined by postmasters and customs officers. On arrival of the packages in the country of destination, customs officials rate up the import duty thereon, which is paid by the addressees on the delivery of the package; but neither of the contracting countries are responsible for the loss or damage of any package, and no indemnity can be claimed by either the sender or addressee. But articles admitted to the mails under these conventions are to be so carefully packed, listed, and checked that there can be but little risk of loss or damage.

The parcel-post system will be an important avenue for the extension of the commerce of the United States, and its use will be the cause of bringing to our merchants an acquaintance hitherto unknown to them, and by that acquaintance larger transactions will follow; and further, the kind of merchandise that will be purchased and conveyed in this way from our markets to the states of Central and South America is now largely purchased from European states, as will appear from the following tables compiled from the Report of the Chief of the Bureau of Statistics, Treasury Department, for the quarter ended September 30, 1886, showing the value of cotton and of woolen goods exported to the Spanish West Indies, Mexico, Central America, and the principal states of South America, from the United States, Great Britain, France, and Spain, during the calendar year 1885, and from Germany during the calendar year 1884 :

To—	From the United States.	From Great Britain.	From France.	From Germany.	From Spain.
MANUFACTURES OF COTTON.					
Spanish West Indies	\$351,856	\$2,670,180	837,730	860,452	\$1,927,125
Mexico	998,929	1,982,890	274,090	155,176	.....
Central American states	287,514	2,276,149	152	.....	.....
United States of Colombia	339,620	1,378,057	200,466	.....	4,825
Venezuela	370,998	832,571	46,949	.....	9,305
Brazil	604,891	12,013,877	389,571	753,032	.....
Uruguay	77,908	1,924,063	116,095	.....	23,547
Argentine Republic	494,486	4,866,456	602,351	528,360	35,129
Chili	362,827	2,213,719	140,160	485,044	.....
Peru	76,200	1,336,823	77,837	194,684	.....
Total	3,967,289	31,554,776	1,891,401	2,176,748	1,761,420
MANUFACTURES OF WOOL.					
Spanish West Indies	3,255	151,918	.....	5,236	61,364
Mexico	27,749	467,839	.....	73,066	.....
Central American states	11,203	144,496	.....	.....	.....
United States of Colombia	29,244	187,268	51,455	.....	.....
Venezuela	3,577	103,486	.....	.....	.....
Brazil	1,029	1,468,262	.....	250,614	.....
Uruguay	4,754	923,199	.....	.....	.....
Argentine Republic	3,335	2,865,765	107,259	247,996	23,890
Chili	1,696	963,601	69,736	214,676	.....
Peru	447	737,353	32,727	81,634	.....
Total	86,289	8,013,184	351,177	573,222	89,774

PARCEL-POST POSTAGE CHARGES.

The question of parcel-post charges for postage is one of important concern. The competition for the conveyance of the domestic merchandise parcels comes from our own citizens, and does not enter into the question, to any very great extent, of the trade relation between different sections of the country. But the competition of our foreign parcel trade will come from nearly all of the European states, as most of them have an established parcel-post system with some of the South American states; in some cases we have an advantage in the time required for the completion of a merchandise order through the parcel post, while they have the advantage in many cases of a cheaper cost price for the articles of merchandise transported by their parcel-post system to the same destinations.

The Postal Union parcel rates from Germany, France, and other European states which belong to the International Parcel Post to some of the South American states are as follows, viz :

From France and Germany, 3 francs (about 60 cents) for parcels of 5 kilograms (11 pounds), conveyed to destination by direct sea service, and an optional charge of 25 centimes (5 cents) in the country of destination.

Special parcel-post rates between Great Britain and her West Indian colonies, for each pound or fraction of a pound, are as follows, viz:

To and from Great Britain and Barbados, 16 cents; composed as follows, viz, to Great Britain, for cost of inland transit, 7 cents; to Barbados, for local expenses, 5 cents; for sea conveyance, 4 cents; and to and from Jamaica 18 cents, composed as follows, viz, to Great Britain for sea conveyance, 11 cents; to Jamaica, 7 cents.

In all the parcel-post arrangements, both in the International Parcel Post, and in all special arrangements between the different countries, the country of destination participates in the postage collected, for the care and delivery of the parcels.

DETAILS OF THE PARCEL-POST SERVICE IN THE PRINCIPAL COUNTRIES OF THE POSTAL UNION.

In view of the proposed establishment of a parcel-post system between the United States and a number of countries of the Postal Union, it may be of interest to give more fully the statistics of this service, both domestic and international, in some of the principal countries of the Postal Union.

1.—DOMESTIC PARCEL POST.

(a) GERMANY.

Rates.—For parcels not exceeding 5 kilograms (11 pounds) in weight, for distances not exceeding 10 geographical miles, 6 cents; for all distances exceeding 10 geographical miles, 12 cents; for parcels exceeding 5 kilograms in weight, for the first 5 kilograms in weight, the same rates as above; for every additional kilogram or fraction of a kilogram, up to 10 miles, 1½ cents; to 20 miles, 2½ cents; to 50 miles, 5 cents; to 100 miles, 7½ cents; to 150 miles, 10 cents; and beyond 150 miles, 12 cents.

The average weight of ordinary parcels sent in the domestic mails is 9 pounds per parcel, and of parcels with declared value 7 pounds.

The total number of parcels sent in 1885 was 69,602,700 parcels yielding postage (of which 1,311,400 with declared value), an increase of almost 3,000,000 over the preceding year, yielding a postage of \$7,769,272.24.

(b) GREAT BRITAIN.

Rates.—For a parcel not exceeding 1 pound in weight, 6 cents; up to 2 pounds, 9 cents; to 4 pounds, 15 cents; 5 pounds, 18 cents; 6 pounds, 21 cents; 7 pounds, 24 cents; 8 pounds, 27 cents; 9 pounds, 30 cents; 10 pounds, 33 cents; and 11 pounds, 36 cents.

In 1885 the number of parcels carried in domestic mails was 26,417,422, an increase of about three and one-half millions over the preceding year.

The following table shows the postage on these parcels in 1884 and 1885 :

Year.	Postage.			Average postage per parcel.	
	Gross amount.	Fifty-five per cent. on railway-borne parcels, paid to railway companies.	Post-Office share.	Gross.	Post-Office share.
1885	\$2,880,370.30	\$1,454,661.30	\$1,425,708.80	<i>Cents.</i> 10.7	<i>Cents.</i> 5.2
1884	2,472,268.62	1,247,919.76	1,224,348.85	10.6	5.2
Increase	408,101.68	206,741.54	201,359.95	0.1	0.1

(c) FRANCE.

The Domestic Parcel Post Service is performed by companies acting in the name and under the control of the Department of Posts and Telegraphs.

Rates.—For parcels weighing $6\frac{1}{2}$ pounds, the maximum weight, 12 cents if called for at the post-office, and 17 cents if delivered at the residence.

Number of parcels carried in the domestic mails in 1884, 13,366,581.

(d) NUMBER OF PARCELS CARRIED IN THE DOMESTIC MAILS IN SOME OF THE PRINCIPAL COUNTRIES OF THE POSTAL UNION IN 1885.

Austria	8,537,600
Hungary	3,487,380
Netherlands	2,579,892
Denmark	1,427,177
British India	1,175,065
Russia	940,756
Canada (1884)	541,000
Sweden	301,619
Norway	87,425
Luxemburg	63,598
Egypt	46,511
Persia (1884)	31,300
Portugal	19,866

2.—INTERNATIONAL PARCEL POST.

Rates between the countries which signed the International Parcel Post Convention of Paris of 1880: For each parcel not exceeding 11 pounds, according to distance and mode of conveyance (land or sea), 10 cents for each office taking part in the land conveyance, and if there be sea conveyance, 5 cents for every distance not exceeding 500 nautical miles; 10 cents up to 1,000 nautical miles; 20 cents up to 3,000 nautical miles; 40 cents up to 6,000 nautical miles; and 60 cents for every distance exceeding 6,000 nautical miles.

The following countries now belong to the International Parcel Post Union: Argentine Republic, Austria, Belgium, Brazil, Bulgaria, Chili, Denmark, Egypt, France, French colonies, Germany, Greece, Hungary, Italy, Luxemburg, Montenegro, Netherlands, Norway, Paraguay, Portugal, Portuguese colonies, Roumania, Servia, Spain, Sweden, Switzerland, Turkey, Uruguay, and Venezuela.

An idea of the extent of the International Parcel Post Service during the year 1885 may be obtained from the following table:

Countries.	Parcels sent.		Parcels received.	
	Number.	Value.	Number.	Value.
Germany	4,053,200	\$40,457,986	2,381,070	\$52,509,083
Austria	1,108,200	36,726,352	3,535,000	80,713,902
Switzerland	778,044	.....	1,173,060	.....
Italy	173,912	.....	441,202	.....
Denmark	77,528	1,343,893	330,041	4,142,353
Netherlands	56,113	.....	110,084	.....
Russia	50,480	7,358,764	120,000	3,825,984
Luxemburg	48,187	580,603	85,185	907,270
Hungary	46,620	7,516,693	56,736	5,093,101
Sweden	18,829	4,079,526	85,818	1,847,323
Egypt	11,787	.....	25,131	.....
Roumania	10,273	1,867,389	76,715	2,048,581
Norway	7,646	2,326,903	34,364	2,441,158
Portugal	1,475	.....	15,169	.....

Great Britain does not belong to the International Parcel Post Union, but has special Parcel Post Conventions with Germany, Belgium, the Netherlands, Italy, and nearly all the British colonies. None of these conventions had been in operation for an entire year, at the date (March 30, 1886) when the statistics given in the last British Post-Office Report (1886) were closed.

The total number of foreign and colonial parcels dispatched and received from the establishment of each Foreign and Colonial Parcel Post up to March 30, 1886, was, dispatched 72,126, and received 40,865.

The following table shows the number of parcels sent and received from the establishment of each parcel post up to March 30, 1886, giving only those countries to which more than 1,000 were sent:

Countries.	Number of parcels.		Length of time from establishment of service up to March 30, 1886.	Limit of weight.	Rate per maximum weight.
	Sent.	Received.			
India	34,141	21,006	Months.	Pounds.	Cents.
Germany	9,534	10,379	9	11	24
Egypt	7,875	2,290	1	7	85
Malta	3,464	1,427	2	11	30
Gibraltar	3,378	1,277	2	11	16
Cape Colony	3,293	887	4	11	24
Belgium	2,086	1,167	3	11	29
Hong-Kong	1,584	735	2	11	20
Jamaica	1,533	308	6	11	18
Ceylon	1,280	406	4	11	18
Straits Settlements	1,042	256	6	11	18

THE UNIVERSAL POSTAL UNION DURING 1887.

During the fiscal year ended June 30, 1887, there have been no additions to the Universal Postal Union.

The Universal Postal Union convention of June 1, 1878, as amended by the additional act of Lisbon of March 21, 1885, has had but few new provisions added to it since the adoption of that act.

The only new provisions of general interest are the following:

An addition to paragraph 3 of Article XVIII of the Regulations provides that samples of merchandise may also bear "those indications which are necessary to precisely indicate the origin and nature of the merchandise."

A new paragraph has been added to Article XXI of the Regulations, providing that "before returning to the office of origin correspondence, which, for some reason or other, has not been delivered, the office of destination must indicate, in a clear and concise manner, in the French language, on the back of the articles, the cause of non-delivery, in the following terms: Unknown, refused, left, not claimed, deceased, etc. This indication is given, as far as possible, by impressing a stamp, or by affixing a label. Each office is at liberty to add a translation, in its own language, of the cause of non-delivery, and any other indication which it deems proper."

The following administrations have agreed to an exchange of samples of liquids in the mails, if securely packed: Argentine Republic, Austria, Belgium, Bolivia, Bulgaria, Cameroon (German protectorate), Chili, Congo (Independent State of), Denmark, Egypt, France, French colonies, Germany, Greece, Hawaii, Hungary, India (British), Italy, Japan, Luxemburg, Netherlands, Netherlands colonies, Norway, Hayti, Peru, Portugal, Roumania, Salvador, Servia, Siam, Spain, Sweden, Switzerland, and Turkey.

STATISTICS OF THE POSTAL SERVICE IN THE PRINCIPAL COUNTRIES OF THE UNIVERSAL POSTAL UNION.

The following statistics, like those in last year's report, have been taken from "General Statistics of the Postal Service," published by the International Bureau, Berne, Switzerland. The statistics cover the year 1885, and were published in 1887:

1.—Length of postal routes.

Countries.	Railroads.	All other routes.
	Miles.	Miles.
United States.....	121,743	245,054
Germany.....	23,612	60,877
France.....	19,107	117,749
Russia.....	16,616	36,022
British India.....	11,702	36,022
Austria.....	8,827	37,087
Italy.....	6,610	36,079
All other countries reported (19).....	33,869	.....
All other countries reported (20).....	.....	264,228

2.—Annual transportation.

United States.....	152,803,215	87,076,434
Germany.....	78,787,887	50,007,107
France.....	53,451,056	33,810,106
Austria.....	22,382,450	21,833,831
Russia.....	18,036,914	21,810,106
British India.....	15,482,964	28,296,176
Italy.....	3,691,519	25,025,540
All other countries reported (16).....	38,593,495	.....
All other countries reported (20).....	.....	95,708,119

3.—Articles of mail matter dispatched in the international mails.

Countries.	Letters.	Postal cards.	News-papers.	All other articles of printed matter.	Samples.
Germany	51,587,780	8,162,180	10,805,240	18,445,290	1,877,770
Austria	37,359,200	6,608,500	.....	7,925,800	1,879,360
France	37,270,465	1,532,444	23,280,380	8,659,869	2,432,718
United States	36,208,762	1,632,028	34,732,646	7,219,567	379,180
Italy	16,977,012	1,965,323	9,054,389	2,674,464	344,132
Russia	7,419,758	915,838	1,050,881	.....	2,323,350
British India	3,589,877	.....	.....	1,299,971	.....
All other countries reported (24)	58,539,029	.....	.....	.....	.....
All other countries reported (22) .....	.....	12,267,348	.....	.....	.....
All other countries reported (12) .....	.....	.....	21,156,460	.....	.....
All other countries reported (23) .....	.....	.....	.....	17,933,815	.....
All other countries reported (21) .....	.....	.....	.....	.....	3,244,812

Postal income and expenditure (1885).

Countries.	Income.	Countries.	Expenditure.
1. Germany	\$46,707,720.20	1. United States	\$50,911,559.67
2. United States	43,406,168.19	2. Germany	40,765,470.56
3. Great Britain	39,433,164.39	3. Great Britain	26,473,443.30
4. France	32,149,680.33	4. France	25,943,877.32
5. Russia	12,750,754.96	5. Austria	10,002,292.28
6. Austria	12,110,093.57	6. Italy	6,408,452.12
7. Italy	7,355,523.02	7. British India	5,048,544.79
8. British India	5,617,074.50	8. Hungary	3,481,680.09
9. Hungary	4,240,611.77	9. Switzerland	3,448,234.45
10. Switzerland	3,739,314.79	10. Brazil	2,680,485.26
11. Belgium	2,786,720.11	11. Japan	2,389,293.24
12. Netherlands	2,248,884.33	12. Belgium	1,860,307.47
13. Japan	2,035,610.12	13. Netherlands	1,664,105.69
14. Sweden	1,648,992.00	14. Sweden	1,582,821.60
15. Denmark	1,160,404.79	15. Denmark	1,100,166.56
16. Brazil	870,810.34	16. Algiers and Tunis	803,619.63
17. Roumania	818,703.60	17. Portugal	761,737.56
18. Algiers and Tunis	770,707.79	18. Argentine Republic	693,456.26
19. Argentine Republic	711,498.49	19. Roumania	615,768.24
20. Portugal	694,879.51	20. Norway	592,992.24
21. Egypt	562,829.70	21. Egypt	523,743.62
22. Norway	590,381.69	22. Chili	415,596.90
23. Chili	429,681.61	23. Uruguay	170,361.19
24. Greece	199,609.48	24. Greece	134,257.11
25. Uruguay	169,609.90	25. Peru	98,145.44
26. Luxemburg	99,131.57	26. Luxemburg	95,317.75
27. Peru	98,959.07	27. Hawaii	76,247.14
28. Hawaii	64,574.43	28. Siam	30,685.84
29. Hayti	13,093.55	29. Hayti	20,124.47
30. Dominican Republic	6,774.24	30. Dominican Republic	16,841.89
31. Siam	5,443.22	31. Montenegro	2,773.92
32. Montenegro	2,232.70		

Postal surplus and deficiency (1885).

Countries.	Surplus.	Countries.	Deficiency.
1. Great Britain	\$12,949,721.00	1. United States	\$7,565,391.48
2. France	6,295,862.71	2. Brazil	1,689,674.02
3. Germany	2,640,697.63	3. Japan	353,685.12
4. Austria	2,107,741.29	4. Portugal	66,878.05
5. Belgium	980,412.64	5. Algiers and Tunis	32,911.84
6. Italy	947,070.90	6. Siam	25,242.62
7. Hungary	764,931.68	7. Hayti	13,030.92
8. Netherlands	584,778.64	8. Hawaii	11,672.71
9. British India	468,530.71	9. Dominican Republic	10,067.65
10. Switzerland	291,050.34	10. Norway	2,520.64
11. Roumania	202,937.56	11. Uruguay	1,351.29
12. Egypt	89,686.08	12. Montenegro	521.22
13. Sweden	66,100.40		
14. Greece	63,352.37		
15. Denmark	60,030.08		
16. Argentine Republic	16,042.23		
17. Chili	5,084.71		
18. Luxemburg	3,813.82		
19. Peru	843.63		

Subsidies paid to steamship companies (1885).

Countries.	Amount of subsidy paid per annum.	Countries.	Amount of subsidy paid per annum.
1. France.....	\$5,152,389.00	6. Belgium.....	\$135,764.37
2. Great Britain.....	3,175,819.83	7. Netherlands.....	107,429.93
3. Italy.....	1,782,876.74	8. Austria.....	39,567.19
4. Brazil.....	1,472,879.49	9. Denmark.....	35,363.14
5. Japan.....	293,413.65		

STATISTICS OF THE COLLECTION SERVICE.

Details of this service are given from those countries where it has reached the highest degree of perfection.

1.—*Domestic collection service.*

	Number.	Value.	Fees.	Revenue to post-office.
(a) BELGIUM.				
Articles collected, 1884:				
Commercial papers.....	40,933		\$1,580	
Bills.....	1,410,686	\$66,760,732.00	96,489	
Dividend coupons.....	152,892	217,176.00	556	
Receipts.....	2,454,511		71,922	
Total.....	4,059,022	66,977,908.00	170,617	
(b) FRANCE.				
Articles collected, 1883.....	9,829,374	19,388,253.50		\$257,560.52
(c) GERMANY.				
Articles collected, 1885.....	3,884,357	87,580,354.79		282,553.69

2.—*International collection service. Statistics for 1885.*

Countries.	Value of collection orders.	
	Received.	Sent.
Austria.....	\$276,667	\$624,428
Belgium.....	477,614	308,535
France.....	340,729	423,678
Germany.....		5,396,656
Hungary.....	212,780	
Luxemburg.....	487,063	
Netherlands.....	252,774	28,296
Portugal.....	2,900	
Roumania.....	20,822	
Sweden.....	2,678	
Switzerland.....	503,281	72,845

NICHOLAS M. BELL,
Superintendent Foreign Mails.

APPENDIX A.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., August 11, 1886.

MY DEAR SIR: The postmaster at New York transmits to this Department your favor of the 9th instant, and also the favor of your esteemed manager, Captain Lachlan, of the same date, in respect to the scheduling of your steamers for September, in which you say, "We give our sailings upon the condition that if we are appointed to carry the United States mails we are to be paid adequate compensation for the service, and we now name the amount we consider to be adequate compensation as being \$3,000 a trip."

This Department has no power or authority to accept such a tender or make any contract for the payment of any indefinite sum or of any sum exceeding sea and inland postage; and the Department would be obliged to decline entering, expressly or impliedly, into any such arrangement. I suppose, however, that I know your purpose to be to enter a sort of protest against the law with a view to appealing to Congress. The right to apply to Congress is a very sacred one, and this Department would not desire to interfere with it. But so far as any contract or engagement or understanding is concerned, it becomes absolutely necessary that I should be explicit and that it should be understood if you carry the mails that you do so without any other arrangement of any character than such as the law authorizes the Department to make.

For Mr. Pearson's instruction I have directed a copy of this letter to be sent to him. Your steamer sails soon, and I shall be obliged if you will advise me of your recognition of the situation and compliance with this request at as early a date as possible.

I have the honor to be, very respectfully, yours,

WM. F. VILAS,
Postmaster-General.

H. K. THURBER, Esq.,
President United States and Brazil Mail Steamship Company, New York City.

UNITED STATES AND BRAZIL MAIL STEAMSHIP COMPANY,
OFFICE OF GENERAL MANAGER,
New York, August 12, 1886.

DEAR SIR: I have to acknowledge your esteemed favor (73,028 Brazil) of the 11th instant, and note the statement that the Department has no power under the law to make any contract for the payment of any sum exceeding sea and inland postage.

The Government has probably the authority under the law to include as sea and inland postage the amount of money received by the Government for the registered mail. But be that as it may, for the important purpose of relieving the honorable Postmaster's Department, and for the equally important purpose of not causing any inconvenience to the mercantile community in transacting the growing trade with Brazil, in reference to the conveyance of mail to St. Thomas, Barbadoes, and connections, Para, Maranhão, Pernambuco, Bahia, Rio de Janeiro, and connections with Argentine Republic and Uruguay, this company will continue to convey the United States mail as it has been doing since June 30, 1885, trusting to the high sense of honor and justice of Congress (upon the recommendation of the honorable Postmaster-General) to appropriate such amount as will be adequate compensation for the service rendered, which this company is convinced is fully \$3,000 a trip, taking into consideration the arduous and expensive nature of the service and the special good care and prompt delivery of the United States mails intrusted to our care.

I have the honor to be, your obedient servant,

U. S. & BRAZIL MAIL S. S. CO.
By H. K. THURBER, *President.*

Hon. WM. F. VILAS.
Postmaster-General, Washington, D. C.

POST-OFFICE DEPARTMENT, OFFICE OF FOREIGN MAILS,
Washington, D. C., June 14, 1887.

SIR: Referring to your letter of the 7th instant to the postmaster at New York, tendering the services of your steamers *Allianca* and *Advance* for the conveyance of mails for and via Brazil from this country on the 9th and 30th proximo, "on the understanding that said United States mails are transported by this company's steamships on the basis of adequate compensation as embodied in this company's claim in amount and character for said service presented to Congress, i. e., \$3,000 per trip," I am directed by the Postmaster-General to inform you that, as you have been previously advised, the services of your steamers can not be accepted by this Department upon said conditions, but only upon the condition that the said services are rendered for the maximum compensation allowed by law (Revised Statutes, section 4002), viz: "If by a United States steamship, any sum not exceeding the sea and inland postage, and if by a foreign steamship or by a sailing-vessel, any sum not exceeding the sea-postage on the mail so transported."

Please advise by wire not later than to-morrow (15th inst.) whether under these conditions your vessels shall be entered on the foreign-mail steamship schedule of this Department for the conveyance of mails to Brazil during July.

I am, very respectfully, your obedient servant,

NICHOLAS M. BELL,
Superintendent Foreign Mails.

J. M. LACHLAN, Esq.,

Manager United States and Brazil Mail Steamship Company, New York, N. Y.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., June 20, 1887.

MY DEAR SIR: I am in receipt of your favor of the 18th instant, in which you state in reply to the letter of the Superintendent of the Foreign Mails, that the United States and Brazil Mail Steamship Company will continue to carry the mails of the United States as it has been doing since the 30th of June, 1885, at the same time expressing your confidence in the high sense of honor and justice of Congress to appropriate a greater sum than is now allowed by law in compensation for the service.

In accepting the service I must again renew, what has been so often reiterated since the 30th of June, 1885, that the Department would be obliged to refuse to permit the service of a vessel of your line except upon the distinct understanding that the service would be rendered, as it has been continually rendered, in accordance with the law, and without the claim of any agreement or understanding that a greater sum should be paid, or that anything was so demandable. Of course the "sacred right of petition" to Congress must remain unimpaired; nor would this Department presume to anticipate its action in any case, being content to strive to observe the law as it has been prescribed.

Recognizing the useful and efficient service you have always rendered and the kind disposition of your company to co-operate with the Department to serve the public, this Department will award to you the full measure of compensation allowed by law, sea and inland postage on the mails conveyed.

Very respectfully, yours,

WILLIAM F. VILAS,
Postmaster-General.

Capt. J. M. LACHLAN,

General Manager United States and Brazil Mail Steamship Company, New York.

UNITED STATES AND BRAZIL STEAMSHIP COMPANY,
OFFICE OF PRESIDENT,
New York, June —, 1887.

DEAR SIR: I have the honor to acknowledge receipt of your esteemed favor to this company, No. 76825, Sch., etc., and dated June 20, 1887, in which you state, "In accepting the service, I must again renew what has been so often reiterated since 30th June, 1885, that the Department would be obliged to refuse to permit the service of a vessel of your line except upon the distinct understanding that the service would be rendered, as it has been continually rendered, in accordance with the law, and without the claim of any agreement or understanding that a greater sum should be paid, or that anything was so demandable."

In answer to the above I must respectfully protest, as on July 27, 1885, in answer to a telegram from Nicholas M. Bell, esq., Superintendent Foreign Mails (No. 68863), "Shall make schedule to-day for August sailings; shall I place your line on or leave it off? Answer," we replied, "Put our steamers on August schedule if you are prepared to pay adequate compensation." You did so place our steamers on the schedule, and have so continued to do ever since. Each month since that time we have given the sailings on your request, with the proviso that we should claim greater compensation than sea and inland postage. On August 11, 1886, you wrote us a letter to which please refer, with our answer of August 12, 1886.

In the interview you so kindly accorded, and so patiently listened to the writer on the 17th day of the present month, we went over the matter, and I then stated, as I think now, that you do not want to preclude us from asking that an honorable Government should pay a fair and just equivalent for services rendered by loyal citizens, and that our company should write you a duplicate letter of August 12, 1886, in answer to your letter of June 14, 1887, which we did on the 18th day of June.

Should we now accept your letter of the 20th instant without protest, the Government could, and if so disposed, would say, "Why you have agreed to carry the mails for sea and inland postage, and make no further demands." Now that, up to this time, would not be the fact, for as the honorable Postmaster-General is aware, we have steadily refused to receive the amount tendered for carrying the mail, viz., "sea and inland postage" as compensation for our services.

We have tendered your Department faithful, zealous service. We will continue so to do, but we cannot acknowledge that "sea and inland postage" is a fair and just pay for the services rendered by our steamers in conveying the mails 5,500 miles, receiving and delivering the same at seven costly ports, where coal costs us from \$6.50 to \$11 per ton, as against \$3.25 in the United States and about \$3.36 in England and Germany. At the same time we recognize the fact that under the laws as they now stand, that "sea and inland postage" (unless it may be that you have the power to include the registration fee on registered mail matter) is all you can pay.

But relying on the justice of this company's claim that "sea and inland postage" on the route that mails are carried by the steamers of this company is totally inadequate pay for the service, this company claims that it is only fair, only just for us to be left in such a position that we may exercise the "sacred right of petition," that justice may be done in this matter, and this company most respectfully ask the honorable Postmaster-General not to place us in a position we would be debarred from the right of asking Congress that we may be paid adequate compensation for our services in carrying the United States mails to the West Indies, Brazil, and the numerous connections appertaining thereto, and believing your high sense of honor and fairness will induce you to accept this letter as it is intended, viz: That we have, since the 30th of June, 1885, conveyed the United States mails on our route, with the knowledge that under the present laws you have no power to pay us more than sea and inland postage, unless you have the power to add the registration fees, but leaving us free to apply to Congress for such further payment as is just and right.

I have the honor to be your obedient servant,

H. K. THURBER,
President U. S. & B. M. S. S. Co.

Hon. WM. F. VILAS,
Postmaster-General, Washington, D. C.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., June 25, 1887.

MY DEAR SIR: I am in receipt of your favor dated June —, but postmarked June 23, and accompanied by your personal note dated June 23. If there remains any opportunity, after the continual and explicit statements which have been made by me and on the part of the Department, for any claim that the Department has ever acceded to, or recognized any understanding that anything more was claimable of the United States for the services rendered by the United States and Brazil Mail Steamship Company for transporting the mail to the southern continent than simply the measure of compensation awarded regularly and allowable by law, the chance for such a claim is unknown to me, and has been secured without the slightest acquiescence or consciousness of it on my part. Whatever right you have to apply to Congress to pay a greater sum than the law has heretofore allowed for the services you have rendered, and for which the Department has regularly tendered you the entire pay which was admissible or claimable, is a right unsupported by any recognition or assent on the part of the Department, but a right which every one may have to ask for more than the pay which was stipulated for the service when he rendered it.

I must not suffer myself inadvertently to be drawn into any false position. I renew the statement that unless the vessels of the United States and Brazil Line are tendered to the Government according to and under the law, and with no understanding expressed or implied that the Department recognizes or assents to anything else by way of compensation, the service of the vessels cannot be accepted. If you mean by your "protest" simply that you regard the law unjust, and that by complying with it and with the administration of it by the Department you do not change your view on that subject, nor the right to represent it hereafter to Congress, I could only disregard the protest and accept the service under the law.

Very respectfully, your obedient servant,

WM. F. VILAS,
Postmaster-General.

HON. H. K. THURBER,
President United States and Brazil Mail Steamship Company, New York, N. Y.

UNITED STATES AND BRAZIL MAIL STEAMSHIP COMPANY,
OFFICE OF PRESIDENT,
New York, July 1, 1887.

DEAR SIR: We are in receipt of your esteemed letter of June 30, in regard to the conveyance of the mails by our steamers to St. Thomas, Barbadoes, Para, and connections of the Amazon, Maranh, Pernambuco, Bahia, Rio de Janeiro, and connections of the River Plate Republics. We will continue the conveyance of the mails on our route, with the knowledge that under the laws as they now stand the honorable Postmaster-General has no power under the law to pay for the same more than sea and inland postage, unless you have the power to add the amount received for the registered mail. At the same time we claim that the amount allowed to be paid under the law is totally inadequate compensation for this long and costly service, and shall apply to Congress to make an appropriation to pay us \$3,000 a trip for each and every trip made since the 30th of June, 1885, and shall trust to the sense of justice of the Congress of the United States to pay us this small compensation for the valuable service performed.

Yours, respectfully,

H. K. THURBER,
President.

HON. WM. F. VILAS,
Postmaster-General.

APPENDIX B.

Postal Convention between the United States of America and the United Mexican States.

For the purpose of facilitating the intercourse springing from the friendly relations existing between the people of the two countries, their closer neighborhood and increasing commercial and personal dealings, by better and more intimate postal arrangements, the United States of America by William F. Vilas, the Postmaster-General, thereto duly authorized by law, and the United Mexican States by Matias Romero, their Envoy Extraordinary and Minister Plenipotentiary at Washington, thereto duly empowered by the President of the United Mexican States, have agreed upon the following articles:

ARTICLE 1.

(a) Articles of every kind or nature, which are admitted to the domestic mails of either country, except as herein prohibited, shall be admitted to the mails exchanged under this Convention; subject however to such regulations as the Postal Administration of the country of destination may deem necessary to protect its customs revenues. But articles other than letters in their usual and ordinary form, must never be closed against inspection but must be so wrapped or enclosed that they may be readily and thoroughly examined by postmasters or Customs Officers.

The following articles are prohibited admission to the mails exchanged under this Convention:

Publications which violate the copy-right laws of the country of destination; packets, except single volumes of printed books, the weight of which exceeds two kilograms; liquids, poisons, explosive or inflammable substances, fatty substances, those which easily liquefy, live or dead animals, not dried, insects and reptiles, confections, pastes, fruits and vegetables which will easily decompose, and substances which exhale a bad odor, lottery tickets or circulars, all obscene and immoral articles, other articles which may destroy or in any way damage the mails, or injure the persons handling them.

(b) Except as required by the regulations of the country of destination for the collection of its customs duties, all admissible matter mailed in one country for the other, or received in one country from the other, whether by land or sea conveyance, shall be free from any detention or inspection whatever, and shall in the first case be forwarded by the most speedy means to its destination, and in the latter be promptly delivered to the respective persons to whom it is addressed, being subject in its transmission to the laws and regulations of each country respectively.

(c) The classification of, and the rates of postage and the registration fee to be levied and collected upon mail-matter originating in either country and addressed to the other, shall be in accordance with the domestic laws and regulations of the country of origin; provided that the rates of postage and registration fees so levied shall not exceed in either country the minimum rates of postage and registration fee prescribed for articles of a like nature by Articles 5 and 6 of the Universal Postal Union Convention of Paris of June 1878, as amended by the Additional Act of Lisbon of March 21, 1885.

ARTICLE 2.

(a) Each Administration shall retain to its own use the whole of the postages and registration fees it collects on postal articles exchanged with the other, including deficient postage. Consequently, there will be no postage accounts between the two countries.

(b) Full prepayment of postage shall be required in both countries upon correspondence of all kinds, except letters upon which prepayment of at least one full rate shall be compulsory. Payment of postage and registration fees shall be certified by affixing the appropriate stamps of the country of origin.

(c) Each insufficiently prepaid letter shall have stamped on its cover the capital letter T, and shall have indicated plainly thereon, in figures, on the upper left-hand corner of the address, by the postal officials of the country of origin, the amount of the deficient postage, and only the amount so indicated shall be collected of addressees on delivery, except in cases of obvious error.

ARTICLE 3.

No postage charges shall be levied in either country on fully prepaid correspondence originating in the other, nor shall any charge be made in the country of destination upon official correspondence which under the postal regulations of the country of origin is entitled to freedom from postage; but the country of destination will receive, forward, and deliver the same free of charge.

ARTICLE 4.

In case any correspondence is tendered for mailing in either country obviously with the intention to evade the higher postage rates applicable to it in the other country, it shall be refused, unless payment be made of such higher rates.

ARTICLE 5.

(a) Exchanges of mails under this convention, whether by sea or overland, shall be effected through the post-offices of both countries already designated as exchange post-offices, or through such other as may be hereafter agreed upon, under such regulations relative to the details of the exchanges as may be mutually determined to be essential to the security and expedition of the mails and the protection of the customs revenues.

(b) Each country shall provide for and bear the expense of the conveyance of its mails to the other; or if by agreement the conveyance in both directions in overland exchanges, other than by railway, is provided by one of them, the expense of transportation shall be shared between them in proportion to the distance traveled over the territory of each.

ARTICLE 6.

(a) The United States of America and the United Mexican States each grants to the other, free of any charges, detention, or examination whatsoever, the transit across its territory, or by means of maritime services subsidized by either country to ply between the ports of the two countries, of closed mails made up by any authorized exchange office of either country, addressed to any other exchange office of the same country, or to any exchange office of the other country or of a foreign country; and a mail agent of either country shall be permitted to accompany the closed mails in transit across the territory of the other, but his transportation and other expenses shall be paid by the country to which the closed mails belong.

(b) But correspondence forwarded from either country to the other, in *open mail* for despatch to countries beyond, shall be liable for Mexican or United States transit to the following rates, viz:

For maritime transit, five francs per kilogram of letters and post cards, and fifty centimes per kilogram of other articles.

For territorial transit, two francs per kilogram of letters and post cards, and twenty-five centimes per kilogram of other articles.

And settlements therefor shall be made according to Articles 4 and 12 of the Universal Postal Union Convention, as amended by the Additional Act of Lisbon.

ARTICLE 7.

(a) Any packet of mailable correspondence may be registered upon payment of the rate of postage and the registration fee applicable thereto in the country of origin.

(b) An acknowledgment of the delivery of a registered article shall be returned to the sender when requested; but either country may require of the sender prepayment of a fee therefor not exceeding five cents.

ARTICLE 8.

(a) Overland exchanges of ordinary international correspondence may be effected without the use of letter-bills, but registered correspondence must be accompanied by a descriptive list thereof, by means of which the registered articles may be identified for the purpose of acknowledgment by the receiving offices.

(b) If a registered article advised shall not be found in the mails by the receiving office its absence shall be immediately reported by the receiving to the sending office.

ARTICLE 9.

Ordinary and registered exchanges, unless the latter be made in through registered pouches, shall be effected in properly sealed sacks.

ARTICLE 10.

(a) All registered articles, ordinary letters, postal cards, and other manuscript matter, business or commercial papers, books (bound or stitched), proofs of printing, engravings, photographs, drawings, maps, and other articles manifestly of value to the sender, which are not delivered from any cause, shall be reciprocally returned monthly without charge, through the central administrations of the two countries, in special packets or sacks marked "Rebuts," after the expiration of the period for their retention required by the laws or regulations of the country of destination; the returned registered articles to be accompanied by a descriptive list, and the special packets or sacks used for returning undelivered matter to be forwarded under registration when registered articles are returned in them.

(b) Fully prepaid letters which bear requests by the senders for their return in case of non-delivery by a certain date, or within a specified time, shall be reciprocally returned, without charge, directly to the despatching exchange office, at the expiration of the period for their retention indicated in the requests.

(c) Fully prepaid letters bearing on the covers the business cards, the names and addresses of the senders, or designation of places to which they may be returned, as post-office box, street and number, &c., without requests for their return in case of non-delivery within a specified time, shall be reciprocally returned without charge directly to the despatching exchange office, at the expiration of thirty days from the date of their receipt at the office of destination.

ARTICLE 11.

The sender of any article of admissible matter may cause its return, or the address to be changed, before its delivery to the addressee. The request therefor must be made by the Post-Office Department of the country of origin, at the cost of the sender.

ARTICLE 12.

All matters connected with the exchange of mails between the two countries, which are not herein provided for, shall be governed by the provisions of the Universal Postal Union Convention and Regulations now in force, or which may hereafter be enacted, for the governance of such matters in the exchanges of mails between countries of the Universal Postal Union generally; so far as the articles of such Universal Postal Union Convention shall be obligatory upon both of the contracting parties.

ARTICLE 13.

The Postmaster-General of the United States of America, and the Director-General of Posts of the United Mexican States, shall have authority to jointly make such further regulations of order and detail as may be found necessary to carry out the present Convention from time to time; and may by agreement prescribe conditions for the admission to the mails of any of the articles prohibited by Article 1.

ARTICLE 14.

In case of the misfortune of war between the two nations, the mail-service of the two post-offices shall continue, without impediment or molestation, until six weeks after a notification shall have been made on the part of either of the two Governments and delivered to the other, that the service is to be discontinued; and in such case the mail-packets of the two countries shall be permitted to return freely and under special protection to their respective ports.

ARTICLE 15.

This Convention abrogates the special postal convention between the two countries signed at the city of Mexico, December 11, 1861. It shall be ratified by the contracting countries in accordance with their respective laws, and its ratification

shall be exchanged at the city of Washington as early as possible, not later than three months from this date. It shall take effect on the 1st day of July, 1887, and shall continue in force until terminated by mutual agreement, or annulled at the instance of the Post-Office Department of either country, upon six months previous notice given to the other.

Done in duplicate and signed at Washington the fourth day of April, one thousand eight hundred and eighty-seven.

[SEAL.]

WM. F. VILAS,
Postmaster-General.

[SEAL.]

M. ROMERO,
*Envoy Extraordinary and Minister Plenipotentiary
from the United Mexican States to the United States of America.*

The foregoing Convention between the United States of America and the United Mexican States has been negotiated and concluded with my advice and consent, and is hereby approved and ratified.

In testimony whereof, I have caused the Great Seal of the United States to be hereunto affixed.

[SEAL.]

GROVER CLEVELAND

By the President:

T. F. BAYARD,
*Secretary of State,
Washington, June 21, 1887.*

The undersigned, William F. Vilas, Postmaster General of the United States of America, and Matias Romero, Envoy Extraordinary and Minister Plenipotentiary of the United Mexican States at Washington, having met together for the purpose of exchanging the ratifications of the Postal Convention, concluded between the United States of America and the United Mexican States and signed at Washington April 4th 1887, and having carefully compared the ratifications of said Convention and found them exactly conformable to each other, the exchange took place this day in the usual form.

In witness whereof, they have signed the present protocol of exchange and have affixed thereto the seals of their arms.

Done at Washington this twenty-first day of June, one thousand eight hundred and eighty-seven

[SEAL.]

WM. F. VILAS
Postmaster General.

[SEAL.]

M. ROMERO
*Envoy Extraordinary and Minister Plenipotentiary
from the United Mexican States to the United States of America*

REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT
FOR
1887.

1031

REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT, TOPOGRAPHER'S OFFICE,
Washington, D. C., August 31, 1887.

SIR: In connection with the above branch of the Post-Office Department, I have the honor to submit the following report of operations during the fiscal year ending June 30, 1887. The production of successive editions of the post-route maps during the past year has continued to be satisfactory. These editions are furnished under contract bi-monthly, the lithographic stones, before the printing of each edition, being brought up according to the corrected sheets prepared by the draughtsmen of this office. The lithographic stones, 38 in all, are the property of the Post-Office Department. During the fiscal year ending June 30, 1887, the contract was held by A. Hoen & Co., Baltimore, Md. On the 13th of April, 1887, proposals were issued, inviting bids for the "reproducing and furnishing post-route maps" during the current fiscal year. Two bids were received: (1) Julius Bien & Co., of New York City, \$15,000; (2) A. Hoen & Co., of Baltimore, Md., \$14,500. The latter, being the lowest bidder, was awarded the contract for the fiscal year ending June 30, 1888.

During the year six editions are received, issued every second month. An edition numbers 2,500 sheets, which, when placed in the order of their respective States and junction lines, form 955 separate and distinct post-route maps, exhibiting the mail service of the country. Accompanying the bi-monthly issue the contractor supplies the Topographer with a series of sheets, the latter used as correction sheets, and from time to time, pending the final issue, are interchanged with the lithographer for proof-readings.

In order to provide for any unforeseen mishap to the lithographic stones the contractor immediately after the printing of each edition has to deposit two copies each of twenty-five maps with the Safe Deposit and Trust Company, Baltimore, Md. An occurrence recently took place showing the utility of this proviso in the contract. Two of the lithographic stones were badly broken up. Contractor furnished new ones and reproduced the work from the sheets in the Safe Deposit.

During the year there have been received from the contractor 5,730 post-route maps, which were available for sale and distribution, less 240 sheets, used by draughtsmen as samples.

During the fiscal year ending June 30, 1887, the sales of maps as authorized by law were as follows: 276 post-route maps, backed with cotton and trimmed with strip and rollers; 423 post-route maps, made up of sheets unmounted. The proceeds from the sales of the latter amounted

to the sum of \$2,291. Fiscal year ending June 30, 1886, the sales of maps realized \$2,252.

During the year the distribution of the post-route maps, less the sales, was 1,127 maps backed with cotton and trimmed with strip and rollers; 2,973 maps made up of sheets. For the detailed distribution of the latter I respectfully refer you to the tabular statement accompanying this report. Available (to date) for sale and distribution, 955 maps in sheets. All post-route sheets, after a time, becoming unreliable and obsolete, are consigned to Mr. Perry C. Smith, superintendent and disbursing clerk.

The effective force engaged in this branch of the service number 24 employés, and are engaged as follows:

Topographer (in charge).....	1
Skilled and efficient draughtsmen preparing sheets for lithographer.....	8
Draughtsmen engaged in the preparation of new maps.....	2
Projector and compiler of new maps.....	1
Chief assistant and computer of mileage distances.....	1
Filling in detail work on previous editions (females).....	4
In charge of color routes, and examiner (female).....	1
General clerk (female).....	1
Map mounters.....	2
Office messenger.....	1
Watchmen.....	2

The latter are detailed for duty (alternately), day and night, and attend to the general cleaning up of the office rooms.

Renewals of the following maps have been attended to:

Kansas and Nebraska in four sheets, photolithographed.

Kentucky and Tennessee in four sheets, will shortly be ready for lithographer.

Texas in four sheets, drawings well advanced towards completion.

California in four sheets, under construction.

Maps, on an enlarged scale, of the environs of New York City and Philadelphia.

Twenty-six thousand four hundred special lithographic sheets (in black), showing the railway system with all necessary side connections, were delivered to the General Superintendent of the Railway Mail Service for distribution.

The principal operations as carried on in this office primarily refer to the keeping up of a series of map sheets for the guidance of the lithographer; in fact, from day to day a graphic exhibit is kept up of all post-offices established, changed, and discontinued, with their attendant and contiguous "star changes," as well as the extension of additional and changed railway service.

In addition to the above, 300 maps, used for daily reference at the headquarters of the Department, are monthly revised, corrected, and fully brought up in every essential detail.

To insure accuracy in the delineation of post-offices, circular queries and location papers are daily sent to postmasters, and, when advised by the railway adjustment division, concerning additional and changed railway service, special tracings are made of the immediate surrounding country and sent to superintendents or chief engineers, requesting that the correct course of their line or branch be laid down on the tracing and returned to this office. Generally, the officers addressed have cheerfully replied, in many cases sending special tracings of their surveys, made under their immediate direction. The calls for certificates of distances by post-routes required in the settlement of mileage accounts by officers of the public service and Second Auditor of the Treasury, have

been numerous, and in all cases have been promptly and accurately replied to.

I respectfully beg leave to refer to the present condition of certain lithographic stones, the property of the Post-Office Department. In the topographer's report for the fiscal year ending June 30, 1886, reference is therein made to the States of Maine, New England, and New York. On the 4th of April, 1887, I had the honor of reporting to you the result of a general inspection of the said lithographic stones, and now, accompanying my yearly report, I beg to submit the lithographic contractor's report to me directly referring to the now existing condition of the stones. In 1883 the copper-plate impressions were superseded by prints from lithographic stones. Owing to the numerous and oft-repeated erasures and re-erasures of names, figures, and lines, the working faces of the stones are yearly becoming more and more deteriorated; especially is this the case with the stones representing on their faces Maine, New England, and New York. However, during the current year, it is expected the stones, with careful erasures and touching up the prints, shall be made to work satisfactorily; hence, it is respectfully recommended that during the next fiscal year four lithographic stones be purchased, the copper-plates (now in the vaults of the Department building) brought up and corrected to the existing state of the service, new transfers taken and transferred to the stones. The estimate submitted embodies (in detail) the cost for this class of work.

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 have found the employés of this office to be steady and attentive to their respective duties.

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

DAVID ENRIGHT,

Topographer Post-Office Department.

Hon. WILLIAM F. VILAS,

Postmaster-General, Washington, D. C.

Detailed statement of the distribution of post-route maps during the fiscal year ending June 30, 1887.

To whom furnished.	Mounted on cotton and rollers.	In sheets.	To whom furnished.	Mounted on cotton and rollers.	In sheets.
Officers and clerks of the Post-Office Department in Washington	341	5	Interior Department	4	59
Postmasters	166	618	Treasury Department	6	39
The Railway Mail Service (besides special sheets 28, 400)	238½	1,960	Railway officers	27	33
Post-office inspectors	99	3	Newspaper editors	3	14
United States Senators	54	31	Miscellaneous, including—		
Members of the House of Representatives	120	115	State and municipal authorities	36	57
War Department	33	39	Purchasers of maps	276	423
			Total	1,409½	3,396

CONDENSED STATEMENT OF THE OPERATIONS OF THE TOPOGRAPHER'S OFFICE, POST-OFFICE DEPARTMENT, DURING THE FISCAL YEAR ENDING JUNE 30, 1887.

Number of sheets corrected and brought up (every two months) for lithographer.....	240
Number of maps kept up in detail (monthly) for reference at the headquarters of the Department.....	300
Number of post-offices established, their relative position plotted on maps.....	3,000
Number of post-offices changed, their relative position plotted on maps.....	1,109
Number of post-offices discontinued, characteristically marked on maps.....	1,267
Number of star-service changes plotted on maps.....	7,514
Number of railway tracings made in the office and sent out.....	212
Number of miles railway extension, plotted on maps.....	7,587
Number of new counties sought out, their boundaries and local names laid down on maps.....	75

Post-route maps.

Distributed during the year, free and by sale:

Mounted.....	1,403
In sheets.....	3,396

Official letters sent out.

Letters to railway officers, with prepared tracings inclosed.....	201
Circular queries for location of post-offices sent to postmasters.....	1,653
Certificates of post-route distances (letters 817, telegrams 121).....	938
Miscellaneous letters, referring to the work.....	2,397

Letters received.

Answers from postmasters to location queries.....	1,226
Requests for certificates of post-route distances (letters 817, telegrams 121).....	938
Miscellaneous letters (including returns and tracings from railway officers)....	2,772

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.....	150
Special reports from railway-adjustment division of contract office, concerning additional and changed railway service.....	342
Daily reports (printed bulletins).....	304

All the items reported have been promptly transferred to the working maps, sample sheets, and to the correction sheets for the printer, and 300 maps in use at headquarters of the Department.

BALTIMORE, MD., August 26, 1887.

SIR: We beg to say that the post-route maps of Maine, New England, and New York should be renewed by new transfers from the copper-plates. The transfers have been very much worn, and although they have been touched up from time to time in lieu of making new transfers on account of the condition of the copper-plates, we think if they are used for the present fiscal year it will be all that can be expected from them. This is also the case with Nos. 7 and 11 of the copper-plates. Nos. 18 and 19, photo-lithograph maps, should certainly be made over during the next fiscal year. The latter will require considerable work to keep them in good shape for the present year.

The remaining stones are all in good condition, and we judge with proper care will last through the next fiscal year.

Very respectfully,

A. HOEN & Co.

Mr. DAVID ENRIGHT,
Topographer P. O. D., Washington, D. C.

ANNUAL REPORT
OF THE
AUDITOR OF THE TREASURY
FOR THE
POST-OFFICE DEPARTMENT
FOR THE
FISCAL YEAR ENDED JUNE 30, 1887.

1037

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 12, 1887.

SIR: I have the honor to submit herewith the annual report of receipts and expenditures of the Post-Office Department, as shown by the accounts of this office for the fiscal year ended June 30, 1887. 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 1887.

Postal revenues of the year ended June 30, 1887.....	\$48,837,609.39
Expended to September 30, 1887.....	52,391,677.43
	3,554,063.04
Excess of expenditures over all revenues.....	3,554,063.04
Amount 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 June 30, 1886. (Statutes, vol. 24, page 92)	4,279,336.98
Amount of balances due late postmasters on accounts closed by "suspense".....	\$24,557.02
Amount of balances due from late postmasters charged to "bad debt" and "compromise" accounts	990.22
	23,556.80
Net gain by "suspense".....	23,556.80
Excess of receipts over all expenditures.....	748,225.74

Service of the fiscal year 1886.

Amount 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. 23, page 387)	466,304.67
Expended from October 1, 1886, to September 30, 1887.....	211,891.70

Service of the fiscal year 1885.

Expended from October 1, 1886, to September 30, 1887.....	26,811.99
	1039

Service of the fiscal year 1884 and prior years (claims).

Expended from October 1, 1886, to September 30, 1887 (claims), compensation of postmasters readjusted and allowed under act March 3, 1883..... \$375, 823. 47

GENERAL REVENUE ACCOUNT.

Postal revenues for the year ended June 30, 1887.....		\$48, 837, 609. 39
Expenditures for the service of 1887.....	\$52, 391, 677. 43	
Expenditures for the service of 1886.....	211, 881. 50	
Expenditures for the service of 1885.....	26, 811. 99	
Expenditures for the service of 1884, and prior years, for salaries of postmasters readjusted under act of March 3, 1883.....	375, 823. 47	
Total expenditures to September 30, 1887.....		53, 006, 194. 39
Excess of expenditures over revenues.....		4, 168, 585. 00
Amount due late postmasters on accounts closed by suspense.....	\$24, 557. 02	
Amount of balances due from late postmasters and charged to bad debt and compromise accounts.....	990. 22	
Net gain by suspense.....		23, 566. 80
Excess of expenditures.....		4, 145, 018. 20
Grants from the General Treasury:		
Under act of June 30, 1886, for 1887.....	\$4, 279, 356. 98	
Under act of March 3, 1885, for 1886.....	466, 304. 67	
Additional amount placed in the Treasury on account of 1878:		
Under an act approved February 23, 1887 (private No. 162), for the relief of Francois M. Bell, postmaster, Tyrone, Pa., (Statutes, vol. 24, chapter 241, page 917).....	525. 41	
Total grants.....		4, 746, 167. 06
Excess of grants over expenditures.....		601, 148. 86
The balance standing to the credit of the general revenue account September 30, 1886.....		3, 477, 007. 96
The balance standing to the credit of the general revenue account September 30, 1887.....		4, 078, 156. 82

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, 1886.....	\$6, 557, 194. 10
For the quarter ended December 31, 1886.....	7, 821, 076. 34
For the quarter ended March 31, 1887.....	8, 196, 357. 07
For the quarter ended June 30, 1887.....	7, 368, 448. 98

Total..... 29, 943, 076. 49

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, 1886.....	53, 913
For the quarter ended December 31, 1886.....	54, 451
For the quarter ended March 31, 1887.....	55, 096
For the quarter ended June 30, 1887.....	55, 226

Total..... 218, 688

STAMPS SOLD.

The amount of stamps, stamped envelopes, newspaper wrappers, and letter-sheets, and postal cards sold, was :

For the quarter ended September 30, 1886.....	\$10,328,491.33
For the quarter ended December 31, 1886	11,682,225.36
For the quarter ended March 31, 1887	12,275,723.16
For the quarter ended June 30, 1887	11,384,543.99
Total	45,670,963.84

LETTER POSTAGES.

The amount of postage paid in money was..... \$93,777.87

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.....	\$39,490.20
Kingdom of Spain	3,629.44
Kingdom of the Netherlands.....	28.44
Kingdom of Italy.....	1,981.16
Empire of Germany.....	.50
Empire of Japan.....	4,304.71
Empire of Turkey.....	9.58
Dominion of Canada.....	26,798.50
United States of Colombia	1,600.00
Republic of Honduras.....	481.71
Republic of Chili	3,673.08
Republic of Peru.....	1,483.91
Republic of Uruguay.....	61.88
Republic of Hayti	35.02
Republic of Ecuador	237.73
Republic of Venezuela	692.49
Swiss Republic	158.47
Postal administration of New South Wales	898.76
Postal administration of Bahamas	193.53
Postal administration of Nicaragua.....	2.06
Postal administration of St. Lucia.....	5.49
Postal administration of Hawaii.....	2,029.90
Postal administration of Victoria.....	443.81
Postal administration of New Zealand	3,828.45
Postal administration Curaçoa.....	542.31
Postal administration of Hong-Kong.....	315.22
Postal administration of Turk's Island.....	2.68
Postal administration of Jamaica.....	234.55
Postal administration of Costa Rica.....	244.65
Postal administration of Queensland.....	212.33
Postal administration of St. Vincent.....	2.21
Postal administration of Grenada.....	.38
Postal administration of Straits Settlement	3.61
	93,627.36

Balance collected by postmasters

150.51

The following balances were paid and charged to the appropriation for balances due foreign countries :

Service of 1887 :

Kingdom of Great Britain.....	\$15,016.51
Kingdom of Belgium.....	13,513.25
Kingdom of Denmark.....	6,293.40
Kingdom of Norway.....	464.97
Empire of Germany.....	9,147.40
Republic of Uruguay	757.98
Republic of France.....	5,844.52
Swiss Republic.....	13.73
International Bureau, Berne, Switzerland.....	670.53
Kingdom of Sweden.....	1,592.90

Bulgaria	\$108. 41
Roumania	324. 44
Trinidad	11. 75
Barbadoes	242. 88
St. Thomas	216. 43
Dominion of Canada	67. 76
Total for 1887	\$54, 286. 86
Service of previous years:	
Empire of Germany	\$3, 002. 40
Empire of Austria	122. 83
Empire of Brazil	1, 456. 64
Kingdom of Belgium	4, 466. 79
Kingdom of Norway	153. 70
Kingdom of Sweden	530. 97
Kingdom of Denmark	2, 078. 30
Dominion of Canada	22. 26
British Guiana	6. 32
Barbadoes	37. 06
St. Kitts	9. 91
Bermudas	638. 90
Roumania	107. 24
Newfoundland	913. 70
Total previous years	13, 547. 02
Aggregate amount paid	67, 833. 88

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, 881, 675. 78
For the supply of special offices	46, 059. 97
For the supply of mail-messenger offices	830, 042. 01
For the salaries of railway postal clerks	4, 830, 413. 07
For the salaries and expenses of the superintendents of the railway mail service	48, 344. 24
Total	29, 636, 535. 07

FOREIGN-MAIL TRANSPORTATION.

New York, Great Britain, and Ireland, and countries beyond, via Great Britain	\$158, 228. 10
New York, Great Britain, and Germany, and countries beyond	142, 075. 14
Philadelphia, Great Britain, and Ireland	165. 32
Boston, Great Britain, and Ireland	1, 115. 84
Post-office department of Canada; English mail	167. 34
New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, West Indies, Central and South America, Mexico, etc.	55, 419. 00
New York and Newfoundland	6. 98
Boston and Nova Scotia	376. 48
Portland and New Brunswick	64. 02
Upper Pacific coast; local mail	1, 817. 10
San Francisco, China, Japan, Farther India, Australia, and South S. a Islands	38, 281. 11
Expenses of Government mail-agent at Panama	840. 00
Expenses of Government mail-agent at Shanghai	2, 645. 00
Total foreign mail	402, 201. 49
Total "transportation accrued"	30, 038, 736. 56

The amount credited to "transportation accrued" and charged to mail contractors for over credits, being for fines and deductions, was	\$255,606.37
The amount of fines and deductions remitted was	38,723.63
Net amount of fines and deductions	\$216,882.74
Net amount of "transportation accrued"	29,821,853.82
The amount paid during the year was	28,135,767.81
Excess of "transportation accrued"	1,686,086.01

PACIFIC RAILROAD 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, 1887:	
Union Pacific Railway Company (old U. P. R. R. line), aided	\$422,338.09
Union Pacific Railway Company (old Kans. Pac. line), aided portion	70,064.83
Lines operated, leased, or controlled by Union Pacific Railway Company, non-aided	307,923.91
Central Pacific Railroad Company, aided portion	275,084.39
Sioux City and Pacific Railroad Company, aided portion	12,446.90
Lines operated, leased, or controlled by Sioux City and Pacific Railroad Company, non-aided	906.59
Use of postal cars, 1887:	\$1,088,764.71
Union Pacific Railway Company (old U. P. R. R. line), aided	58,922.39
Lines operated, leased, or controlled by Union Pacific Railway Company, non-aided	44.54
Central Pacific Railroad Company, aided	37,407.72
Sioux City and Pacific Railroad Company, aided	1,728.64
Lines operated, leased, or controlled by Sioux City and Pacific Railroad Company, non-aided	159.33
Regular service previous years:	98,262.62
Union Pacific Railway Company (old U. P. R. R. line), aided	480.77
Lines leased, operated, or controlled by Union Pacific Railway Company, non-aided	455.13
	935.90
Total Pacific railroads, services not paid	1,187,963.23

STATEMENT OF PAYMENTS TO AND COLLECTIONS FROM LATE POSTMASTERS.

Amount collected during the year from late postmasters ..	\$148,892.66
Amount charged to suspense	1,272.82
Amount charged to bad and compromise debts	4,859.09
	\$155,024.57
Amount paid during the year to late postmasters	326,950.68
Amount credited to suspense	25,829.84
Amount credited to bad and compromise debts	3,868.87
	356,649.39
Amount remaining due postmasters becoming late during the fiscal year ended June 30, 1887	90,000.55

STATEMENT OF POSTAL ACCOUNTS OF LATE POSTMASTERS IN SUIT ON JUNE 30, 1887

Amount of postal accounts of late postmasters in suit on June 30, 1886	\$220,774.09
Amount of postal accounts of late postmasters submitted for suit during the fiscal year ended June 30, 1887	22,895.77
	\$243,669.86

Amount of postal accounts of late postmasters collected during the fiscal year ended June 30, 1887	\$3, 552. 85	
Amount of postal accounts of late postmasters otherwise settled during the fiscal year ended June 30, 1887.....	1, 414. 13	
		<u>\$4, 966. 96</u>
Balance of postal accounts of late postmasters remaining in suit on June 30, 1887		<u>238, 702. 88</u>
Amount of interest and costs collected in suits against late postmasters and sureties on postal accounts during the fiscal year ended June 30, 1887		1, 114. 71

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, 1887.

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department under their several heads for the fiscal year ended June 30, 1887.

No. 3.—Statement by States of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1887.

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, 1887.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1887, 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, 1887, 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, 1887, 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, 1887, 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, 1887.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1887.

No. 11.—Statement showing the transactions of the money-order offices of the United States for the fiscal year ended June 30, 1887.

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, 1887.

No. 13.—Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1887.

No. 14.—Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1887.

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, 1887.

No. 16.—Statement showing the revenue which accrued on money-order and postal note transactions for the fiscal year ended June 30, 1887.

No. 17.—Recapitulation of net revenue for the fiscal year ended June 30, 1887.

No. 18.—Statement of assets and liabilities June 30, 1887.

No. 19.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1887.

No. 20.—Weight of letters, newspapers, etc., sent by sea from the United States to European countries during the fiscal year ended June 30, 1887.

No. 21.—Weight of letters, newspapers, etc., 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, 1887.

No. 22.—Weights of retransported foreign closed mails and cost of carriage of same by steamship companies.

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, 1887.

Accounts.	Quarter ended Sept. 30, 1886.	Quarter ended Dec. 31, 1886.	Quarter ended Mar. 31, 1887.	Quarter ended June 30, 1887.	Aggregate.
Letter postage	\$39, 726. 14	\$3, 704. 82	\$18, 068. 25	\$32, 278. 66	\$93, 777. 87
Box-rents and branch offices ..	524, 961. 96	530, 407. 96	545, 628. 52	557, 580. 54	2, 158, 499. 98
Fines and penalties	4, 897. 39	6, 032. 17	5, 803. 00	2, 701. 00	19, 433. 56
Postage-stamps, stamped envelopes and wrappers, and postal cards.....	10, 328, 491. 33	11, 682, 225. 36	12, 275, 728. 16	11, 384, 543. 99	45, 670, 983. 84
Dead letters.....	1, 827. 60	5, 108. 97	1, 897. 09	2, 142. 69	10, 976. 35
Revenue from money-order business.....	152, 731. 21	209, 113. 87	179, 316. 05	178, 174. 32	719, 335. 45
Miscellaneous.....	20, 842. 78	8, 047. 76	7, 260. 67	128, 961. 18	164, 602. 34
Total receipts.....	11, 072, 948. 41	12, 444, 640. 91	18, 088, 687. 74	12, 286, 382. 33	48, 637, 609. 39

No. 2.—Statement exhibiting quarterly the expenditures of the Post-office Department under their several heads for the fiscal year ended June 30, 1857.

Appropriations.	Quarter ended September 30, 1856.	Quarter ended December 31, 1856.	Quarter ended March 31, 1857.	Quarter ended June 30, 1857.	Total expended on account of 1857.	Expended on account of previous years.	Aggregate expenditures.
Compensation of postmasters	\$2,854,647.15	\$2,966,707.09	\$3,060,182.95	\$3,017,884.21	\$11,929,481.41	.....	\$1,929,481.41
Compensation of clerks for post-offices	1,333,146.80	1,300,873.81	1,283,954.09	1,356,838.04	5,385,812.74	82,944.74	5,385,812.74
Compensation of letter-carriers and incidental expenses	1,155,963.07	1,143,193.62	1,153,235.41	1,166,549.95	4,618,082.05	112.66	4,618,794.71
Wrapping paper	11,151.35	7,528.95	10,779.11	5,512.41	29,971.82	.....	29,971.82
Twine	18,011.58	12,873.42	18,088.82	15,006.97	65,160.69	.....	65,160.69
Marking and rating stamps	4,478.96	3,764.76	3,994.94	8,767.12	21,005.48	215.00	21,220.48
Letter balances	4,087.50	83.08	486.14	53.70	4,610.38	.....	4,610.38
Rent, light, and fuel for post-offices	107,428.56	117,230.70	123,717.99	123,955.08	471,332.33	2,629.80	473,963.12
Stationery	14,260.23	19,939.35	5,063.17	6,429.08	45,742.20	49.77	45,791.97
Furniture for post-offices	1,932.41	4,394.47	7,186.87	6,057.13	20,470.88	3,649.70	24,120.58
Miscellaneous—office of First Assistant Postmaster-General	14,476.82	13,561.23	13,475.16	16,262.25	57,775.46	4,679.89	58,255.35
Inland mail transportation—railroad	3,696,971.05	3,619,221.24	3,697,142.87	3,843,230.78	14,707,524.11	70,042.17	14,777,524.11
Inland mail transportation—railroad. Necessary and special facilities	66,146.30	71,238.79	73,996.86	73,006.86	285,372.81	.....	285,372.81
Inland mail transportation—steam-boat	4,273,378.53	4,378,304.19	4,379,931.89	4,288,034.69	17,319,649.30	29,703.22	17,349,352.52
Inland mail transportation—stage	110,093.40	103,469.31	100,314.39	106,893.14	421,870.24	118.48	421,988.72
Transportation by postway carts	419,339.92	423,701.06	425,709.59	444,641.35	1,713,391.92	16,441.36	1,729,833.28
Compensation of railway post-office clerks	1,145,995.67	1,160,202.82	1,182,483.59	1,204,695.83	4,696,381.91	5,797.07	4,699,178.98
Compensation of mail messengers	294,789.44	293,534.32	290,815.11	297,199.80	1,185,338.67	4,703.84	1,190,042.51
Mail locks and keys	6,100.50	6,700.00	4,662.50	2,050.00	19,522.00	.....	19,522.00
Mail bags and catches	25,060.10	69,736.48	92,011.04	55,390.71	245,798.33	52,953.95	298,752.28
Miscellaneous—Second Assistant Postmaster-General	35.00	.....	58.00	13.00	106.00	.....	106.00
Mail depositions and special agents	45,936.17	50,460.23	48,742.20	52,567.45	197,706.05	219.95	197,926.03
Fees to United States marshals, attorneys, clerks of courts, and counsel	.....	.....	.....	.....	.....	.....	.....
Postage-stamps	24,243.91	34,511.66	33,356.34	24,588.09	116,700.00	14.85	116,714.85
Postage-stamp agency	1,882.17	1,870.00	1,870.00	1,890.00	7,522.40	.....	7,522.40
Stamped envelopes and newspaper wrappers	314,966.59	196,234.75	177,792.32	94,506.34	683,600.00	.....	683,600.00
Stamped envelope and newspaper-wrapper agency	3,815.82	4,303.39	3,877.50	3,048.86	15,945.07	.....	15,945.07
Postal cards	34,344.28	49,747.93	42,037.03	55,397.03	182,146.27	.....	182,146.27
Postal card agency	2,466.05	2,457.50	2,450.00	2,397.25	9,970.80	11.25	9,982.05
Registered-package envelopes, locks, and seals, and post-office and dead-letter envelopes	16,745.92	19,328.16	26,780.52	4,345.29	67,200.00	.....	67,200.00
Ship, atom-bomb, and way letters	186.02	429.46	350.32	1,565.58	2,531.38	.....	2,531.38
Engraving, binding, and printing drafts and warrants	1,680.00	173.90	225.00	480.00	1,959.50	.....	1,959.50
Miscellaneous—Third Assistant Postmaster-General	.....	.....	.....	87.30	87.30	.....	87.30
Advertising	2,711.30	2,747.51	3,369.05	3,786.89	12,554.75	305.25	12,860.00
Miscellaneous—office of Postmaster-General	31.50	24.90	17.50	32.10	106.00	.....	106.00
Foreign mail transportation	93,397.33	105,471.68	105,560.11	65,642.40	369,981.52	32,541.78	402,523.30
Balances due foreign countries	13.73	523.02	14,700.92	39,046.10	54,283.86	13,547.02	67,830.88
Special-delivery service	16,939.81	25,162.64	29,101.50	26,122.38	97,226.43	18.16	97,244.59
Compensation of postmasters read listed, act of March 3, 1855	.....	.....	.....	.....	.....	375,823.47	375,823.47
Delegates to Postal-Union Congress, Lisbon, Portugal	.....	.....	.....	.....	.....	2,100.00	2,100.00
Total expenditures	12,707,596.29	13,029,325.01	13,273,250.50	13,222,509.03	52,391,677.43	614,516.90	53,006,194.33

No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1887.

States and Territories.	Receipts.				Expenditures.				Total ex- penditures.	Excess of expenditures over receipts.	Excess of receipts over ex- penditures.
	Waste paper and other articles.	Box rents and branch offices.	Postage stamps, stamped envelopes, and postal cards.	Total receipts.	Compensa- tion of postmasters.	Clerks for fuel, and to incidental expenses of post-offices.	Compensa- tion of letter-carriers.	Compensa- tion of postal clerks and mail messengers.				Transpor- tation by States.
Maine.....	\$108.15	872,500.00	\$581,477.00	\$674,004.00	\$238,742.08	\$20,875.01	\$26,507.09	\$51,409.45	\$255,213.05	\$681,908.19	\$17,813.29
New Hampshire.....	78.12	105,125.30	343,847.10	369,045.07	154,957.37	25,015.74	12,883.07	14,367.89	134,900.49	332,034.21	\$30,411.46
Vermont.....	63.49	140,033.03	308,332.93	324,364.93	150,192.37	19,004.45	8,541.02	11,715.91	147,960.07	341,962.82	17,123.37
Massachusetts.....	1,109.01	149,028.57	3,063,782.11	3,214,198.47	450,855.41	45,045.84	443,418.54	327,694.86	468,157.31	1,910,550.87	1,074,577.60
Rhode Island.....	310.22	67,658.00	327,702.50	395,290.97	55,025.03	40,017.52	25,292.56	7,883.00	37,292.10	135,014.70	144,211.01
Connecticut.....	6,213.22	292,913.44	8,540,407.00	8,835,206.53	1,011,312.25	102,730.17	65,340.46	50,846.28	375,910.77	140,995.03	144,211.01
New York.....	273.97	46,009.83	983,452.54	1,030,336.34	272,038.69	1,484,193.17	1,137,476.65	472,679.69	338,878.84	5,832,923.69	2,992,204.00
New Jersey.....	1,571.68	137,001.06	4,101,087.08	4,238,088.14	907,236.45	545,116.13	605,545.10	373,221.83	1,197,135.10	3,040,952.99	184,230.72
Pennsylvania.....	20.21	9,394.16	1,011,210.78	1,020,604.94	33,539.97	9,094.07	11,485.08	6,527.17	36,717.15	97,384.34	671,405.15
Delaware.....	289.96	13,997.31	766,078.78	780,366.05	149,684.03	128,849.41	125,820.19	76,805.24	550,314.85	1,011,473.89	231,107.77
Maryland.....	84.49	18,910.82	653,121.97	672,126.28	288,670.58	65,308.14	37,034.48	50,908.74	703,676.42	1,553,507.96	481,831.08
Virginia.....	62.15	8,831.92	251,706.52	260,690.50	128,072.74	10,300.68	7,690.97	23,203.00	174,645.58	353,910.87	92,230.24
West Virginia.....	71.70	14,165.78	349,090.68	363,331.16	189,938.68	25,381.80	7,796.72	82,851.24	354,348.02	610,316.46	196,985.30
North Carolina.....	31.97	11,065.55	749,102.64	760,200.16	114,151.45	29,417.02	10,729.73	37,108.94	284,794.40	485,261.54	233,061.38
South Carolina.....	401.02	18,020.85	519,459.96	537,480.81	194,486.82	69,087.16	38,645.36	130,265.23	532,807.32	1,068,140.80	395,283.00
Georgia.....	11.19	10,754.35	290,455.06	298,259.60	129,401.54	23,537.05	5,567.34	32,293.96	372,650.45	181,495.79	181,495.79
Florida.....	1,941.91	127,156.04	2,783,702.84	2,912,900.79	696,597.48	354,280.53	378,811.81	734,575.00	2,438,735.78	4,493,090.58	1,580,199.79
Ohio.....	522.25	124,751.05	1,487,353.83	1,612,104.88	497,164.07	133,600.93	103,255.51	160,334.77	445,792.00	1,539,085.28	62,593.05
Michigan.....	506.10	79,413.11	1,082,893.22	1,164,312.43	418,108.71	121,345.57	75,696.86	114,568.18	3,098,142.35	1,539,796.67	383,954.24
Indiana.....	291.91	155,502.33	2,861,894.95	3,017,397.28	730,285.87	622,771.30	405,371.00	527,123.41	1,804,026.40	2,593,578.10	157,150.63
Illinois.....	333.54	66,300.15	1,072,043.95	1,099,396.01	407,009.22	103,742.31	75,650.44	81,397.46	627,863.20	1,250,065.63	441,831.80
Wisconsin.....	831.55	61,838.73	2,090,826.40	2,152,665.13	509,112.90	142,139.60	65,492.56	239,548.40	1,852,212.65	452,317.47	53,749.29
Missouri.....	202.10	26,430.33	681,459.67	708,090.00	243,588.20	30,646.26	239,606.83	411,724.24	1,259,056.28	2,615,994.67	251,749.37
Kentucky.....	317.55	18,582.20	570,812.27	589,394.54	168,648.29	74,268.05	49,491.29	35,970.50	596,512.81	1,048,833.88	369,441.33
Tennessee.....	29.57	18,722.80	357,043.54	375,766.34	108,131.97	32,492.71	28,059.11	28,059.11	601,554.01	641,698.53	263,770.67
Alabama.....	13.08	16,043.96	257,410.16	273,454.12	130,855.22	16,116.95	25,656.77	29,427.28	360,107.39	552,960.75	279,430.63
Mississippi.....	64.42	15,021.30	421,314.47	436,335.77	132,202.06	16,516.05	42,068.63	219,576.29	445,109.07	146,049.08	37,003.20
Arkansas.....	34.79	61,513.00	882,246.51	943,759.51	381,385.90	69,750.57	42,184.98	200,519.05	304,737.95	618,151.49	37,003.20
Louisiana.....	312.13	83,476.03	297,851.07	381,327.10	210,700.83	197,368.96	46,643.05	179,479.71	3,652,066.52	4,033,828.01	246,157.70
Texas.....	68.70	18,575.78	293,294.49	311,870.27	91,906.83	20,404.06	8,906.89	55,380.72	882,563.69	1,144,034.18	114,034.18
Oregon.....	260.27	54,290.16	398,083.33	452,373.49	269,500.61	162,489.01	91,683.20	130,837.22	804,632.21	1,432,038.34	979,404.68
Idaho.....	123.26	91,774.74	1,112,056.69	1,203,831.43	20,783.82	78,383.78	11,368.75	111,368.75	315.67	1,473,144.60	269,180.97

No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1887.—Continued.

States and Territories.	Receipts.				Expenditures.						Total ex- penditures.	Excess of expenditures 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 postmasters.	Clerks for light and fuel and incidental expenses of post-offices.	Compensa- tion of letter-carriers.	Compensa- tion of postal rail- way clerks and messengers.	Transporta- tion by States.				
Nebraska.....	\$34,441.61	\$721,310.76		\$775,840.71	\$250,650.9	\$47,166.23	\$25,427.54	\$111,943.45	\$902,007.55	81,368,088.76	\$392,258.05		
Nevada.....	9.25	55,827.69		63,478.07	22,101.80	5,492.71	5,521.06	5,521.06	103,209.23	146,234.74	82,856.67		
Colorado.....	71.11	47,017.28		43,149.13	131,805.81	69,143.60	24,386.13	45,294.80	362,316.50	646,617.22	203,037.09		
Utah.....	61.95	7,594.45		122,749.15	17,182.2	7,659.01	6,558.56	19,998.47	187,508.67	257,739.25	134,900.14		
New Mexico.....	25.95	8,872.03		78,866.14	44,761.24	7,041.72		19,998.47	187,508.67	257,739.25	134,900.14		
Washington.....	10.68	17,945.29		132,976.72	68,448.46	10,672.96		1,139.65	217,253.20	297,514.23	150,581.60		
Idaho.....	15.38	4,130.65		451,190.17	222,915.18	29,654.84		25,224.05	245,838.87	523,670.94	72,490.77		
Dakota.....	10.36	6,465.70		66,405.79	33,192.8	4,917.01		2,189.10	171,972.14	214,191.08	148,186.69		
Arizona.....	7.45	6,682.88		75,418.31	43,222.07	3,411.41		1,790.73	91,730.90	141,185.14	65,766.83		
Montana.....	19.50	29,428.67		68,227.34	29,810.90	3,922.61		350.00	132,408.66	165,693.29	97,465.95		
Wyoming.....	7.50	7,914.20		60,312.61	61,875.24	15,980.36		16,793.27	100,753.08	198,490.00	42,016.96		
Utah.....	19.50	29,428.67		68,227.34	29,810.90	3,922.61		350.00	132,408.66	165,693.29	97,465.95		
Montana.....	7.50	7,914.20		60,312.61	61,875.24	15,980.36		16,793.27	100,753.08	198,490.00	42,016.96		
Wyoming.....	19.50	29,428.67		68,227.34	29,810.90	3,922.61		350.00	132,408.66	165,693.29	97,465.95		
District of Columbia.....	3,729.38	5,084.49		323,748.98	1,332.21	178,571.68	81,938.35	181,643.91	9,805.00	10,993.85	9,667.83		
Indian Territory.....	2.26	1,333.51		36,662.46	23,855.17	742.26		42,659.46		67,256.88	30,564.40		
Total.....	23,677.34	2,168,768.65	45,659,456.03	47,841,992.00	11,908,067.95	6,081,798.27	4,607,355.05	5,234,643.46	23,879,050.76	51,740,815.70	9,562,351.70	\$3,663,437.91	
Direct miscellaneous items.....		268.65			8,855.91								
Admitted miscellaneous items.....			11,527.81	11,259.16		82,315.00	11,323.10	284,176.62	596,708.28	935,940.06	635,940.06	11,259.16	
Grand total.....	23,677.34	2,168,998.96	45,670,983,844.77	48,833,161.16	11,929,461.41	6,164,113.27	4,618,682.05	5,518,720.08	24,475,759.04	52,676,755.85	10,498,291.76	\$3,674,697.07	

Items of expenditure of a general nature, not embraced in statement by States.	Items of receipt of a general nature, not embraced in statement by States.
Excess of expenses brought down Amount paid for foreign mails and expenses of Government agents Balances paid foreign countries Ship, steambout, and way letters Wrapping-paper Twine Engraving drafts and warrants Advertising Mail-bags and catches Salary and expenses of assistant superintendents of the Railway Mail Service Mail locks and keys Postmarking and canceling stamps Mail depredations and post-office inspectors Letter-balances Expenses of postage-stamps, stamped envelopes, wrappers, and cards Dead letter, official, and registered-package envelopes Sundry and miscellaneous payments	\$4,823,594.60 369,191.52 54,296.66 1,503.56 29,971.82 65,160.79 1,939.50 2,381.95 185,609.02 48,344.24 19,522.00 21,005.48 197,709.08 1,091.62 915,784.54 67,200.00 386.75 6,815,552.44
Receipts on account of dead letters Receipts on account of fines and penalties Receipts on account of miscellaneous Revenue from money-order business Letter postage Excess of expenditures over receipts Excess of transportation accrued	\$10,976.35 19,433.56 140,933.00 719,835.45 53,777.87 4,143,018.20 1,686,086.01
<p>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.</p>	6,815,552.44

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, 1887.

Title of appropriation.	Amount appropriated, including special acts and deficiencies.	Expended.	Balance unexpended.	Excess of expenditures.
Mail deprecations and post-office inspectors, including fees to counsel.....	\$200,000.00	\$197,706.08	\$2,293.92	.....
Advertising.....	20,000.00	12,554.75	7,445.25	.....
Miscellaneous, office of the Postmaster-General.....	1,500.00	106.00	1,394.00	.....
Compensation of postmasters.....	11,700,000.00	11,029,481.41	.....	\$229,461.41
Compensation of clerks in post-office.....	5,150,000.00	5,325,812.74	.....	235,812.74
Payment to letter-carriers, and the incidental expenses of the free-delivery system.....	4,928,531.25	4,618,662.05	309,869.20	.....
Wrapping-paper.....	30,000.00	29,971.82	28.18	.....
Twine.....	80,000.00	65,160.79	14,839.21	.....
Marking and rating stamps.....	30,000.00	21,005.48	8,994.52	.....
Letter balances.....	10,000.00	1,091.62	8,908.38	.....
Rent, light, and fuel for post-office.....	495,000.00	471,833.23	23,166.77	.....
Office furniture.....	25,000.00	20,470.88	4,529.12	.....
Stationary.....	55,000.00	45,692.43	9,307.57	.....
Miscellaneous and incidental items, office of First Assistant Postmaster-General.....	70,000.00	57,775.46	12,224.54	.....
Inland mail transportation, railroad routes.....	15,505,432.00	14,707,281.04	888,150.96	.....
Inland mail transportation, steamboat routes.....	575,000.00	421,870.24	153,129.76	.....
Inland mail transportation, star routes.....	5,850,000.00	5,119,649.30	730,350.70	.....
Railway post-office car service.....	1,808,000.00	1,713,391.92	94,608.08	.....
Necessary and special facilities on trunk lines, railroads.....	201,000.00	265,372.81	5,627.19	.....
Compensation of railway post-office clerks.....	4,800,000.00	4,693,381.01	106,618.99	.....
Compensation of mail-messengers.....	900,000.00	825,338.17	74,661.83	.....
Mail locks and keys.....	20,000.00	19,622.00	478.00	.....
Mail-bags and catches.....	200,000.00	245,798.33	14,201.67	.....
Miscellaneous items, office of Second Assistant Postmaster-General.....	1,000.00	166.90	833.10	.....
Postage stamps.....	116,700.00	116,700.00	.....	.....
Postage-stamp agency.....	8,100.00	7,522.40	577.60	.....
Stamped envelopes and newspaper wrappers.....	583,500.00	583,500.00	.....	.....
Stamped-envelope agency.....	10,000.00	15,945.07	54.93	.....
Postal cards.....	168,600.00	182,146.27	6,453.73	.....
Postal-card agency.....	10,300.00	9,970.90	329.20	.....
Registered-package envelopes, locks and seals, and post-office and dead-letter envelopes.....	67,200.00	67,200.00	.....	.....
Ship, steam-bent, and way letters.....	2,000.00	1,505.58	494.42	.....
Engraving, binding, and printing drafts and warrants.....	2,000.00	1,059.50	40.50	.....
Miscellaneous items, office of Third Assistant Postmaster-General.....	1,000.00	114.75	885.25	.....
Transportation of foreign mails.....	375,000.00	309,961.52	5,018.48	.....
Balances due foreign countries.....	100,000.00	54,286.96	45,713.14	.....
Special-delivery service.....	92,726.42	92,726.42	.....	.....
Totals.....	54,458,589.67	52,891,677.43	2,532,206.30	466,294.15

No. 5.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1887, and charged to "Miscellaneous items, office of the Postmaster-General."*

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1886.			
Nov. 1	T. E. Nash, chief clerk Post-Office Department	For expenses incurred while on official business to Boston, Mass., to confer with Houghton, Mifflin & Co., to secure an early publication of the January Postal Guide.	\$11.15
15	David M. Stone	For subscription to the Journal of Commerce, May 11 to November 11, 1886, for use of Superintendent of Foreign Mails.	8.50
Dec. 23	Nicholas W. Bell, Superintendent Foreign Mails.	For expenses while traveling upon official business, per order of the Postmaster-General, dated August 13, 1886.	23.00
1887.			
Jan. 4	Michael Kraus	For subscription to the Milwaukee Daily Journal, March 16, 1885, to December 16, 1886.	8.75
Feb. 25	Review Publishing Company	For subscription to the American Law Review, vol. 21, 1887, for the use of the office of the Assistant Attorney-General for the Post-Office Department.	5.00
Mar. 24	T. E. Nash, Superintendent Railway Mail Service.	For amount paid as expenses of the Postmaster-General while on an official trip over the fast-mail lines from Washington to New York and from New York to Chicago.	9.75
June 8	David M. Stone	For subscription to the Journal of Commerce, November 11, 1886, to May 11, 1887.	7.50
11	Nicholas M. Bell, Superintendent Foreign Mails.	For expenses while on official business to New York to superintend the preparation of the schedule of steamers appointed to convey mails to foreign countries, per order of the Postmaster-General, dated May 27, 1887.	14.85
14	West Publishing Company	For subscription to Federal Reporter, July 1, 1886, to June 30, 1887.	10.00
July 2	Gardiner G. Howland	For one year's subscription to Daily and Sunday Herald, June 30, 1886, to June 30, 1887.	7.50
	Total paid by warrant		104.00

No. 6.—*Statement in detail of miscellaneous payments made by the Post-Office Department, during the fiscal year ended June 30, 1887, and charged to "Miscellaneous expenses, office of the Third Assistant Postmaster-General."*

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1887.			
July 9	Reading Stoddart	For expenses incurred during the months of May and June, 1887, while performing special duties as clerk to a commission appointed by the Postmaster-General, per order No. 29, dated May 9, 1887.	\$72.98
9	E. W. Alexander	For expenses incurred while performing special duties as a member of a commission appointed by the Postmaster-General, per order No. 89, dated May 9, 1887.	64.25
14	.....do.....	For expenses incurred while on duty as a member of a commission appointed by the Postmaster-General, to examine post-offices of the first and second class for the purpose of reorganization, per order of the Postmaster-General, No. 89, dated May 9, 1887.	43.95
Aug. 19	Henry G. Pearson, postmaster, New York, N. Y.	For expenses incurred in attendance at Washington, D. C., by direction of the Postmaster-General, April 7, 8, 1887.	16.85
	Total paid by warrant		198.03

No. 6.—Statement in detail of miscellaneous payments, etc.—Continued.

AMOUNT CREDITED ON GENERAL ACCOUNTS.

Date.	To whom allowed.	For what object.	Amount.
1886.			
Oct. 20	R. H. Hunter, postmaster, Poughkeepsie, N. Y.	Miscellaneous expenditures, second quarter, 1886.	\$1.00
27	N. N. Tyner, postmaster, Fargo, Dak.	Miscellaneous expenditures, fourth quarter, 1885.	3.29
27	S. A. Whitefield, postmaster, Cincinnati, Ohio.	Miscellaneous expenditures, second quarter, 1886.	.50
30	O. M. Laraway, postmaster, Minneapolis, Minn.	do	147.10
Nov. 28	do	do	3.75
29	D. W. Connolly, postmaster, Scranton, Pa.	do	.60
	N. N. Tyner, postmaster, Fargo, Dak.	do	.79
	R. D. Stephens, postmaster, Sacramento, Cal.	do	.60
	J. Field, postmaster, Fort Worth, Tex.	do	.25
Dec. 7	R. B. English, postmaster, New Haven, Conn.	do	3.00
11	W. F. Harrity, postmaster, Philadelphia, Pa.	Miscellaneous expenditures, third quarter, 1886.	16.88
16	J. H. Shaffer, postmaster, Kankakee, Ill.	Miscellaneous expenditures, second quarter, 1886.	1.40
27	do	do	8.85
29	A. D. Wilt, postmaster, Dayton, Ohio.	do	9.50
31	T. J. Watt, late postmaster, Columbus, Ga.	Miscellaneous expenditures, fourth quarter, 1885.	.35
	H. C. Park, postmaster, Atchison, Kans.	Miscellaneous expenditures, second quarter, 1886.	2.45
	A. Willson, postmaster, Cumberland, Md.	do	.60
	J. Flynn, postmaster, Duluth, Minn.	do	4.50
	P. B. Spence, postmaster, Newport, Ky.	Miscellaneous expenditures, third quarter, 1886.	25.00
1887.			
Jan. 20	E. S. Tobey, late postmaster, Boston, Mass.	do	12.50
31	J. C. Evans, postmaster, Saint Joseph, Mo.	do	2.85
Feb. 7	R. H. Hunter, postmaster, Poughkeepsie, N. Y.	Miscellaneous expenditures, second quarter, 1886.	8.25
14	H. E. Slaymaker, postmaster, Lancaster, Pa.	Miscellaneous expenditures, first quarter, 1886.	41.00
	W. A. Burke, late postmaster, Staunton, Va.	Miscellaneous expenditures, third quarter, 1886.	4.79
1886.			
Dec. 27	J. M. Bedford, postmaster, Buffalo, N. Y.	do	242.79
Feb. 23	L. L. Maugh, postmaster, Denison, Tex.	do	7.50
	do	Miscellaneous expenditures, second quarter, 1886.	.75
25	W. A. Burke, late postmaster, Staunton, Va.	do	9.00
Mar. 1	J. Woods, postmaster, Joliet, Ill.	do	.50
	R. W. Speer, postmaster, Denver, Colo.	Miscellaneous expenditures, third quarter, 1886.	22.50
	P. B. Spence, postmaster, Newport, Ky.	do	4.60
	G. W. Martin, postmaster, Chattanooga, Tenn.	do	3.00
18	F. B. Conger, postmaster, Washington, D. C.	Miscellaneous expenditures, second quarter, 1886.	.30
	M. J. Dougherty, postmaster, Galesburg, Ill.	Miscellaneous expenditures, first quarter, 1886.	.35
	C. E. Weeks, postmaster, Jamestown, N. Y.	Miscellaneous expenditures, fourth quarter, 1886.	8.00
	M. J. Dougherty, postmaster, Galesburg, Ill.	Miscellaneous expenditures, third quarter, 1886.	2.40
24	J. H. Shaffer, postmaster, Kankakee, Ill.	Miscellaneous expenditures, fourth quarter, 1886.	8.00
	W. Groome, postmaster, Vicksburg, Miss.	do	14.25
	T. B. Hood, postmaster, Santa Rosa, Cal.	Miscellaneous expenditures, third quarter, 1886.	3.00
	do	Miscellaneous expenditures, fourth quarter, 1886.	3.00
	do	Miscellaneous expenditures, first quarter, 1887.	3.00

No. 6.—Statement in detail of miscellaneous payments, etc.—Continued.

AMOUNT CREDITED ON GENERAL ACCOUNTS—Continued.

Date.	To whom allowed.	For what object.	Amount.
1887.			
Mar. 24	J. F. Cottrell, postmaster, Fort Scott, Kans.	Miscellaneous expenditures, third quarter, 1886.	\$8.50
	do	Miscellaneous expenditures, second quarter, 1886.	5.50
31	E. Duffy, postmaster, Ann Arbor, Mich.	Miscellaneous expenditures, first quarter, 1886.	1.50
	do	Miscellaneous expenditures, third quarter, 1886.	1.50
Apr. 1	James McLeer, late postmaster, Brooklyn, N. Y.	Miscellaneous expenditures, fourth quarter, 1885.	7.60
	do	Miscellaneous expenditures, first quarter, 1886.	12.05
	do	Miscellaneous expenditures, second quarter, 1886.	6.00
May 7	D. T. Hunt, postmaster, Rochester, N. Y.	do	8.63
13	J. C. Riley, postmaster, Cincinnati, Ohio.	Miscellaneous expenditures, fourth quarter, 1886.	30.00
25	C. Goodman, postmaster, Reading, Pa.	do	2.50
June 17	J. A. Young, postmaster, Charlotte, N. C.	Miscellaneous expenditures, second quarter, 1886.	.50
	do	Miscellaneous expenditures, third quarter, 1886.	2.25
	A. Watson, postmaster, Northampton, Mass.	Miscellaneous expenditures, fourth quarter, 1886.	1.00
July 8	G. M. Shelly, postmaster, Kansas City, Mo.	Miscellaneous expenditures, first quarter, 1887.	15.00
25	A. C. Respass, postmaster, Maysville, Ky.	do	.25
	J. G. Gopsill, postmaster, Jersey City, N. J.	Miscellaneous expenditures, fourth quarter, 1886.	2.00
Sept. 15	E. S. Tobey, late postmaster, Boston, Mass.	Miscellaneous expenditures, second quarter, 1886.	17.95
17	do	Miscellaneous expenditures, fourth quarter, 1886.	12.00
23	W. F. Harrity, postmaster, Philadelphia, Pa.	Miscellaneous expenditures, second quarter, 1887.	3.25
26	A. A. Haggitt, postmaster, Lowell, Mass.	do	12.00
	J. B. Larkin, postmaster, Pittsburgh, Pa.	do	12.00
29	W. H. Gillespie, postmaster, Dayton, Ohio.	do	5.00
30	M. D. Crow, postmaster, Pueblo, Cal.	do	4.00
	J. B. Larkin, postmaster, Pittsburgh, Pa.	do	24.00
	Total paid		936.59

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, etc.:

Third quarter, 1886	\$14,102.03
Fourth quarter, 1886	13,464.79
First quarter, 1887	13,439.41
Second quarter, 1887	15,960.89
Total	56,967.12
Amount paid by warrant	\$104.03
Amount credited on general accounts	936.59
Amount of counter-entries	153.61
Total	1,288.23
Amount paid and charged "Miscellaneous, office First Assistant Postmaster-General"	58,255.35

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1887, and charged to "Miscellaneous items, Second Assistant Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1886. Sept. 29	A. Hoen & Co	For 5,000 copies of photolithographic print of drawing of mail-bag crane.	\$95.00
1887. Jan. 26	Webster Downing	For fourteen and one-half days' work, at \$2 per day, ordered December 29, 1880.	29.00
	Edward Humphrey	For fourteen and one-half days' work, at \$2 per day, ordered December 29, 1880.	29.00
Aug. 13	Hon. A. Leo Knott, Second Assistant Postmaster-General.	For expenses incurred while on an official visit to Saint Louis, Mo.	13.90
	Total, paid by warrant		166.90

No. 8.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1887, and charged to "Miscellaneous items, office of Third Assistant Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1887. Jan. 3	Hon. A. D. Hazen, Third Assistant Postmaster-General.	For expenses incurred by Postmaster-General and staff during a visit to New York City on official business, to examine into process of manufacture of and methods of accounting for adhesive postage-stamps and postal notes.	\$61.25
	do	For expenses incurred while on a visit to New York City on official business connected with the manufacture of postage-stamps and preparation of new designs for stamped envelopes.	28.05
June 21	George A. Howard, Post-Office Department.	For expenses incurred while on official business to Castleton, N. Y., and Chicago, Ill., under orders of the Postmaster-General.	27.45
	Total, paid by warrant		114.75

No. 9.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1887.

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.....	4,407,728.27	\$482,657.00	4,890,385.27	4,409,527.61
1842.....	4,546,849.65		4,546,819.65	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.....	4,280,841.89		4,289,841.89	4,300,731.99
1846.....	8,487,199.35	750,000.00	4,237,199.35	4,078,036.91
1847.....	8,880,909.23	12,500.00	3,892,809.23	3,979,542.10
1848.....	4,555,211.10	125,600.00	4,680,211.10	4,326,850.27
1849.....	4,705,176.28		4,705,176.28	4,479,040.13
1850.....	5,499,984.66		5,499,984.66	5,212,053.43
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	2,225,000.00	7,465,724.70	7,982,756.59
1854.....	6,255,586.22	2,738,748.06	8,992,335.18	8,577,424.12
1855.....	6,642,136.13	3,114,542.26	9,756,678.39	9,068,342.20
1856.....	6,920,821.66	3,748,881.56	10,669,703.22	10,465,286.36
1857.....	7,353,951.78	4,528,004.67	11,881,956.43	11,508,057.83
1858.....	7,486,792.86	4,079,270.71	12,106,062.57	12,722,470.01
1859.....	7,968,464.07	3,915,940.49	11,881,410.56	11,458,083.63
1860.....	8,518,067.40	11,154,187.54	19,672,254.94	19,170,699.89
1861.....	8,349,296.40	4,639,806.53	12,989,102.93	13,694,756.11
1862.....	8,296,820.90	2,590,951.71	10,987,772.61	11,125,364.18
1863.....	11,163,789.59	1,007,848.72	12,171,638.31	11,314,297.84
1864.....	12,438,253.78	749,900.00	13,188,233.78	12,644,786.30
1865.....	14,556,158.70	3,968.46	14,560,127.16	13,694,728.29
1866.....	14,436,908.21		14,436,908.21	15,352,079.30
1867.....	15,207,076.87	3,991,686.67	19,288,691.54	19,225,483.46
1868.....	16,292,600.40	5,696,525.00	21,989,125.40	21,730,592.65
1869.....	18,344,510.72	5,707,115.30	24,051,626.02	23,694,131.50
1870.....	19,772,220.65	4,022,140.85	23,794,361.50	23,998,857.63
1871.....	20,037,045.42	4,120,200.00	24,163,245.42	24,390,104.09
1872.....	21,915,426.87	4,933,750.00	26,909,176.87	26,658,192.31
1873.....	22,996,741.57	5,690,475.00	28,987,216.57	29,004,945.67
1874.....	26,471,071.83	5,922,433.55	32,393,505.37	32,120,414.58
1875.....	26,791,360.59	6,704,648.96	33,496,007.55	33,011,209.45
1876.....	28,654,197.50	5,098,583.03	33,752,780.53	33,263,487.58
1877.....	27,531,585.20	7,013,300.00	34,544,885.20	33,486,322.44
1878.....	29,277,516.85	5,307,752.82	34,585,169.77	34,165,094.49
1879.....	30,041,982.80	8,297,995.25	38,339,978.11	35,449,880.45
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	39,592,596.22
1882.....	41,876,410.15	6,595.12	41,883,005.27	40,482,021.23
1883.....	45,608,692.61	21,410.85	45,630,103.46	45,282,944.43
1884.....	43,315,958.81	140,699.79	43,456,658.60	47,224,560.27
1885.....	42,560,843.83	6,096,473.00	48,657,316.83	50,046,235.21
1886.....	43,948,422.95	8,751,070.73	52,699,493.68	51,004,743.80
1887.....	48,837,609.39	4,740,168.06	53,583,777.45	53,006,194.39

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887.

[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 upon 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 expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Annisson	3	\$5,412.30	\$1,400.00	\$203.80	\$975.00	\$4.88	\$3,044.31	\$1,608.68	\$3,803.62	30	
Birmingham	2	4,978.34	2,600.00	4,121.11		149.95		10,890.37	32,087.97	25	
Enfanta	3	5,349.14	1,700.00	707.61		4.59		2,412.20	2,936.94	45	
Florence	3	3,001.93	1,100.00	159.68		6.08		1,256.58	1,752.35	40	
Gadsden	3	3,284.61	1,200.00	90.00				1,296.08	1,968.53	39	
Greensborough	3	2,284.36	1,100.00			1.20		1,101.20	1,183.16	48	
Greenville	3	3,282.30	1,400.00	203.80		.88		1,604.68	1,657.62	48	
Huntsville	3	6,653.26	1,700.00	305.71		11.80		2,017.51	4,635.75	30	
Marion	3	3,993.46	1,400.00	100.00		.96		1,500.96	1,592.50	48	
Mobile	2	39,758.13	2,900.00	9,038.15		86.47	6,894.65	19,177.35	20,580.78	48	In Government building.
Montgomery	2	31,215.20	2,700.00	4,500.00			4,426.77	11,713.24	19,501.96	38	Do.
Opelika	2	15,234.95	2,400.00	303.85		2.82		6,801.17	2,319.29	44	
Selma	2	4,679.34	1,500.00	2,400.00	1,080.00	41.56		5,901.50	9,333.39	39	
Talladega	2	2,400.08	1,200.00	607.60		4.05		2,010.82	1,769.02	54	
Troy	3	5,274.26	1,700.00	500.00		.88		1,704.05	769.03	68	
Tuscaloosa	3	2,407.99	1,000.00	300.00		.96		1,300.96	8,122.38	42	
Tusculum	3	938.61	422.22	200.00		1.06		422.78	1,107.03	54	
Tuskegee	3	2,084.38	1,100.00					1,801.06	515.86	44	Presidential from January, 29, 1887.
Union Springs	3								783.82	62	
Total		182,511.10	29,922.22	24,194.21	2,035.00	663.47	14,367.73	71,162.63	111,858.47	39	

ARIZONA.

Phoenix	3	\$3,461.40	\$1,600.00	\$200.00		\$3.12		\$1,903.12	\$3,558.28	35	
Prescott	3	5,154.92	1,600.00	700.00		2.64		2,802.04	2,852.28	45	
Tombstone	2	4,794.63	1,700.00	542.12		1.12		2,243.24	2,651.80	47	
Tucson	2	8,729.00	2,000.00	1,500.00	\$482.80	6.50		8,988.66	4,740.14	46	
Total		24,180.95	6,900.00	3,042.12	482.80	13.44		10,437.80	13,702.09	43	

ARKANSAS.

3	Arkadelphia.....	\$2,762.71	\$1,300.00	\$162.00	\$1.45	.....	\$1,453.15	\$1,299.20	54
3	Bateville.....	2,451.62	1,000.00	400.00	3.14	.....	1,403.14	1,648.48	56
3	Camden.....	2,528.70	1,100.00	403.80	1.92	.....	1,505.72	1,630.98	48
3	Eureka Springs.....	5,207.26	1,600.00	907.61	5.68	.....	2,513.29	2,653.97	40
3	Fayetteville.....	4,424.73	2,100.00	505.33	3.44	.....	2,008.77	2,415.90	45
3	Fort Smith.....	13,163.86	2,100.00	1,839.40	.....	\$651.12	4,370.62	8,783.34	33
3	Helena.....	5,185.71	1,700.00	482.61	1.44	.....	2,184.65	3,001.66	30
3	Hopewell.....	2,869.04	1,300.00	303.81	0.96	.....	1,604.57	1,470.27	55
3	Hot Springs.....	13,648.22	2,300.00	2,500.75	2.52	1,000.00	5,863.28	7,782.94	43
3	Jonasborough.....	2,573.63	1,000.00	100.00	2.50	.....	1,102.60	1,470.47	42
3	Little Rock.....	36,608.01	2,800.00	8,100.00	163.04	\$5,510.52	16,599.56	20,000.45	50
3	Newport.....	8,013.91	1,300.00	203.80	3.60	.....	1,507.40	1,508.51	45
3	Pine Bluff.....	9,981.81	1,000.00	815.23	13.76	.....	2,728.98	6,332.83	30
3	Prescott.....	2,085.86	1,000.00	151.90	1.04	.....	1,152.84	842.72	57
3	Texasarkans.....	6,764.25	1,900.00	1,024.73	4.96	.....	2,620.69	3,834.56	28
3	Van Buren.....	3,125.67	1,300.00	300.00	1.27	.....	1,601.27	1,624.40	52
.....	Total.....	115,478.19	25,100.00	18,040.96	200.79	5,510.52	50,539.30	64,938.80	43

In Government building.

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CALIFORNIA.

3	Alameda.....	\$4,701.16	\$1,500.00	\$180.00	\$41.84	\$1,541.84	\$2,159.32	32
3	Auburn.....	3,710.66	1,400.00	3.70	1,553.70	2,133.38	43
3	Bakersfield.....	3,470.81	1,000.00	400.00	2.72	.....	1,000.72	2,568.09	32
3	Banfield.....	2,988.61	1,200.00	.....	2.48	.....	1,062.48	2,579.13	64
3	Beckley.....	5,693.61	1,500.00	510.62	6.62	.....	1,563.24	2,579.69	36
3	Boyle.....	3,118.29	1,000.00	303.81	1.64	.....	1,319.95	911.83	79
3	Caloga.....	2,416.29	1,000.00	.....	1.04	.....	1,090.00	813.83	62
3	Colusa.....	3,274.52	1,300.00	500.00	1.02	.....	1,891.92	3,176.22	31
3	Colton.....	2,608.68	1,275.00	100.00	.....	.....	1,472.06	1,472.06	55
3	Dixon.....	2,767.01	1,200.00	.....	0.80	.....	573.40	1,283.13	43
3	Firenza.....	3,711.40	1,000.00	225.00	0.69	.....	1,200.69	1,566.21	45
2	Fresno City.....	3,213.17	1,000.00	448.46	28.55	.....	1,931.90	4,239.41	31
3	Groves.....	2,116.65	1,200.00	.....	2.80	.....	1,478.01	4,283.19	20
3	Grass Valley.....	5,921.66	1,600.00	207.61	1.36	.....	1,868.87	3,112.99	41
3	Hanford.....	2,668.87	1,000.00	.....	1.72	.....	1,100.72	1,368.18	37
3	Haywards.....	3,851.23	1,000.00	.....	1.08	.....	1,001.08	949.58	50
3	Hawthorn.....	3,673.63	1,500.00	.....	1.32	.....	1,501.32	2,472.71	39
3	Hollister.....	2,668.32	1,400.00	.....	2.56	.....	1,400.56	1,688.22	58
3	Livermore.....	3,791.47	1,000.00	.....	2.56	.....	1,002.56	2,209.00	39
1	Los Angeles.....	4,546.77	3,000.00	10,771.17	374.89	\$12,170.73	20,852.47	47,664.30	39
3	Los Gatos.....	2,989.97	1,000.00	.....	3.44	.....	1,003.44	1,867.63	43
3	Marines.....	2,458.16	1,000.00	149.87	1.60	.....	1,151.87	1,306.01	43

Presidential from March 10, 1867.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887—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.
Maricavillo	3	\$8,405.00	\$2,100.00	\$1,000.00	\$429.00	\$10.00		\$3,539.00	\$4,865.90	41	
Merced	3	4,055.12	1,000.00	300.00		2.40		1,592.40	2,552.72	37	
Modesto	3	5,429.32	1,000.00	300.00		7.16		1,597.16	3,822.16	35	
Monterey	3	2,890.95	1,000.00			2.08		1,362.08	1,528.87	45	
Napa City	3	8,923.30	2,000.00	955.75	293.25	3.30		3,174.30	5,750.04	36	
Nevada City	3	4,874.85	1,000.00	711.41		5.84		2,317.25	2,557.60	47	
Oakland	1	57,691.27	3,190.00	9,785.00	1,222.68	862.62	\$14,110.19	29,086.49	28,610.78	50	
Oroville	3	3,820.12	1,500.00	334.00		1.826		1,826.48	1,993.64	47	
Paeudema	3	10,137.41	1,600.00	132.97		4.88		1,537.85	8,599.56	15	
Petaluma	3	6,433.37	1,800.00	405.33		5.76		2,211.08	4,222.29	34	
Placerville	3	2,789.55	1,200.00	511.80		1.84		1,713.64	1,075.91	61	
Pomona	3	4,832.53	1,300.00			1.52		1,301.52	3,531.01	27	
Red Bluff	3	9,610.58	1,700.00	403.80		5.04		1,705.04	7,905.54	18	
Redding	3	3,151.50	1,200.00			3.70		1,697.56	1,453.94	50	
Riverside	3	8,306.86	1,800.00			2.48		1,892.48	6,408.38	23	
Sacramento	1	47,020.47	3,000.00	9,803.16	2,432.50	174.12	6,063.19	22,072.97	24,957.50	47	
Saint Helena	3	4,351.08	1,500.00	100.00		3.00		1,792.59	2,648.52	39	
Salinas	3	4,775.16	1,500.00			3.00		1,593.00	3,272.19	31	
San Bernardino	3	8,268.19	1,800.00	400.00		6.96		2,208.96	6,761.23	24	
San Buenaventura	3	3,509.16	1,300.00			7.72		1,706.72	1,790.44	49	
San Diego	3	23,898.22	2,100.00	1,539.97	292.50	0.04		3,941.51	18,956.71	17	
San Francisco	1	547,334.03	5,000.00	124,290.35	3,854.40	4,918.72	102,987.38	211,046.85	306,286.18	44	
San José	3	23,654.39	1,700.00	4,703.80	252.80	159.38	5,561.71	12,676.89	15,977.50	41	
San Luis Obispo	3	6,024.39	1,700.00			6.96		2,416.76	3,613.63	49	
San Rafael	3	4,697.70	1,500.00			3.84		1,503.84	3,193.86	33	
Santa Ana	3	4,773.61	1,300.00	1,166.30	310.25	1.52		1,301.52	3,472.09	37	
Santa Barbara	3	10,134.31	2,000.00			25.70		3,562.35	6,632.06	35	
Santa Clara	3	3,694.27	1,400.00	194.82		3.04		1,692.86	2,001.41	41	
Santa Cruz	3	8,705.54	2,000.00	1,000.00	218.28	6.90		3,225.34	5,481.00	37	
Santa Rosa	3	8,844.15	2,500.00	750.00	196.00	29.00		2,966.96	5,877.19	41	
Stockton	3	19,934.54	2,500.00	3,008.00	271.00	3.52		5,774.52	14,160.02	29	
Truckee	3	2,131.95	1,100.00	241.79				1,341.79	790.16	63	
Tulare	3	4,745.49	1,400.00	200.00		2.24		1,462.54	3,344.25	29	
Ukiah	3	2,567.64	1,200.00			2.64		1,462.54	1,165.00	54	
Yacaville	3	2,433.07	1,700.00			.48		1,106.48	1,322.59	46	
Yolito	3	5,717.70	1,700.00	218.85		8.89		1,928.73	3,791.97	33	
Yuba	3	5,434.39	1,600.00	300.00		5.20		1,903.20	3,532.19	29	
Watsonville	3	3,553.77	1,400.00			1.52		1,401.52	2,152.25	39	In Government building.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887—Continued.

CONNECTICUT—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.
Stamford	2	\$17,513.30	\$2,500.00	\$1,000.00	\$1,200.00	\$435.07		\$5,735.07	\$11,778.23	33	
Stonington	3	3,120.80	1,400.00			1.84		1,401.84	1,727.96	45	
Thomaston	3	3,898.70	1,400.00			2.32		1,402.32	2,496.38	36	
Thompsonville	3	3,453.15	1,400.00			1.92		1,401.92	2,051.23	40	
Torrington	3	5,139.34	1,700.00	508.37		3.76		2,213.13	2,927.21	43	
Unionville	3	2,933.97	1,400.00			7.72		2,400.73	1,533.25	48	
Wallington	3	7,984.98	1,800.00	583.50		13.68		2,397.18	5,597.80	30	
Waterbury	2	32,508.74	2,700.00	4,951.43	2,131.21	90.35	\$1,600.42	14,692.41	18,074.33	44	
Westport	3	2,219.03	1,100.00			1.84		1,101.84	1,117.19	50	
West Winsted	3	4,440.09	2,000.00		100.00	2.48		1,892.48	2,548.61	36	
Williamantic	2	9,164.64	2,000.00	1,620.00		1.94		3,721.94	5,442.70	40	
Windser Locks	3	2,620.77	1,400.00			2.10		1,402.10	1,218.67	54	
Winsted	3	5,179.93	1,600.00	180.00		3.20		1,783.20	3,396.73	35	
Total	.....	700,684.20	83,672.22	82,288.84	17,027.60	2,710.03	65,340.46	261,068.15	402,735.20	37	

COLORADO.

Alamoso	3	\$2,157.27	\$1,000.00	\$303.67	\$0.24			\$1,303.91	\$853.36	65	
Aspen	2	7,791.24	1,000.00	1,600.71	355.82			2,755.14	3,436.20	58	
Boulder	3	6,184.43	1,800.00	919.02	\$209.59	8.88		2,727.00	3,470.50	44	
Breckenridge	3	2,313.43	1,100.00			2.48		1,100.48	1,212.95	48	
Bucara Vista	3	8,937.53	1,400.00	200.00		2.61		1,602.61	2,584.87	38	
Canon City	3	4,800.03	1,600.00	307.61		2.88		1,810.49	3,079.60	39	
Central City	3	4,271.49	1,600.00	1,007.61		2.61		2,610.25	1,661.25	60	
Colorado Springs	2	17,231.58	2,000.00	2,804.00	1.00	10.61		5,211.64	12,079.94	30	
Del Norte	2	1,644.81	1,100.00	403.80		0.21		1,504.04	1,440.77	79	
Denver	1	145,971.56	3,400.00	28,760.05	1,775.50	1,610.50	\$30,977.53	53,543.53	91,427.98	37	
Durango	3	8,150.70	1,700.00	603.80		2.92		2,308.12	3,844.58	37	
Fort Collins	3	6,770.14	1,600.00	300.00		3.32		1,803.62	3,975.22	33	
Georgetown	3	4,321.73	1,400.00	219.02		4.56		1,823.58	2,508.15	44	
Golden	3	3,225.52	1,400.00	203.78		3.08		1,600.86	1,618.66	50	
Grand Junction	3	2,735.79	1,100.00					1,100.00	1,635.79	41	
Greedy	3	7,433.47	1,900.00	608.00		5.64		2,508.64	1,124.83	31	
Greenwood	3	8,778.86	1,500.00	918.80		2.96		2,318.81	1,457.05	43	
Idaho Springs	3	3,008.55	1,500.00	200.00		2.40		1,702.40	1,306.15	61	
Leadville	2	23,433.61	2,600.00	8,000.00	461.00	414.28	3,408.00	14,673.88	11,859.73	56	

Longmont.....	3	4, 170.80	1, 500.00	200.95	2.24	1, 703.19	2, 467.71	40
Loveland.....	3	2, 982.35	1, 100.00	407.53	1.88	1, 101.20	1, 281.15	46
Montrose.....	3	3, 632.37	1, 400.00	503.80	0.88	1, 808.40	1, 823.87	50
Ouray.....	3	3, 640.03	2, 300.00	2, 115.00	0.8	1, 903.88	1, 726.15	53
Pueblo.....	3	2, 10, 819.19	1, 600.00	2, 203.80	150.76	5, 641.23	5, 277.77	51
Salida.....	3	4, 701.71	1, 600.00	207.61	2.64	1, 308.44	2, 895.27	34
Silver Cliff.....	3	1, 395.66	1, 100.00	403.80	80	1, 308.41	87.25	99
Silverton.....	3	4, 042.80	1, 600.00	1, 093.00	8.61	2, 004.60	2, 038.20	50
South Pueblo.....	3	9, 063.42	2, 000.00	1, 093.00	8.61	3, 703.61	5, 389.81	41
Telluride.....	3	2, 347.14	1, 700.00	604.57	1.52	1, 000.40	1, 346.74	43
Trinidad.....	3	6, 144.56	1, 700.00	604.57	1.52	2, 306.09	3, 838.50	38
Total.....		313, 043.85	49, 000.00	51, 606.99	2, 605.05	131, 100.92	181, 942.93	43

DAKOTA.

Aberdeen.....	3	\$3, 218.56	\$1, 800.00	\$398.48	\$3.76	\$2, 202.24	\$7, 516.42	23
Alexandria.....	3	2, 064.95	1, 000.00	1, 000.00	48	1, 000.48	1, 064.47	49
Ashlon.....	3	1, 941.03	1, 000.00	1, 461.58	66	1, 000.66	1, 940.37	52
Bismark.....	3	7, 490.76	2, 000.00	307.61	15.16	3, 878.74	8, 614.02	52
Blunt.....	3	2, 136.39	1, 200.00	200.00	72	1, 508.33	1, 628.06	71
Brookings.....	3	2, 723.76	1, 300.00	407.50	48	1, 300.48	1, 423.28	48
Canton.....	3	3, 291.91	1, 400.00	200.00	88	1, 500.88	1, 791.03	45
Casselman.....	3	3, 260.93	1, 400.00	407.50	1.04	1, 401.04	1, 859.89	43
Chamberlain.....	3	2, 537.54	1, 400.00	1, 200.00	72	1, 808.32	1, 729.22	72
Clark.....	3	2, 415.91	1, 100.00	41.89	40	1, 141.79	1, 275.12	46
DeSmet.....	3	2, 879.22	1, 200.00	249.56	96	1, 450.62	1, 428.60	50
DeSmet.....	3	6, 413.76	1, 700.00	1, 200.00	45	2, 900.00	8, 513.76	45
Devil's Lake.....	3	2, 376.30	1, 000.00	400.00	48	1, 000.48	1, 376.82	42
Ellendale.....	3	3, 249.47	1, 400.00	300.00	96	1, 901.68	2, 467.21	43
Fargo.....	3	20, 178.68	2, 600.00	6, 400.00	101.16	10, 241.16	9, 837.52	53
Grafton.....	3	8, 542.62	1, 500.00	203.80	32	1, 704.12	1, 838.50	49
Grand Forks.....	3	9, 738.92	2, 100.00	1, 200.00	2.25	3, 838.93	5, 889.99	49
Groton.....	3	2, 906.93	1, 300.00	565.68	32	1, 300.32	1, 606.61	45
Hillsboro.....	3	1, 135.68	1, 300.00	245.00	08	1, 541.47	1, 594.21	47
Huron.....	3	12, 064.06	2, 200.00	1, 588.00	6.05	4, 037.05	8, 057.01	33
Ipawich.....	3	3, 057.72	1, 300.00	201.80	7.86	1, 501.80	1, 555.83	49
Jamestown.....	3	6, 108.45	1, 800.00	500.00	18	2, 307.86	3, 900.59	33
Kimball.....	3	3, 352.46	1, 100.00	140.00	48	1, 240.48	1, 111.98	53
La Moure.....	3	1, 842.24	1, 000.00	307.61	56	1, 000.56	841.08	56
Larimore.....	3	2, 506.02	1, 400.00	408.80	56	1, 708.17	887.56	66
Lisbon.....	3	3, 364.73	1, 400.00	100.00	24	1, 804.36	1, 560.37	54
Madison.....	3	3, 177.56	1, 300.00	100.00	56	1, 400.24	1, 777.82	44
Mandan.....	3	2, 638.62	1, 400.00	100.00	24	1, 400.00	1, 238.62	54
Marysville.....	3	1, 111.09	533.61	203.80	16	1, 034.63	1, 577.32	45
Mayville.....	3	3, 845.16	1, 400.00	296.23	88	1, 400.11	1, 085.63	47
Millbank.....	3	2, 465.94	1, 100.00	983.15	88	1, 400.11	1, 085.63	56
Miller.....	3	7, 920.56	2, 000.00	186.23	6.69	3, 128.17	4, 794.39	39
Mitchell.....	3							

Presidential from January 27, 1887.

Presidential from March 1, 1887.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887.—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.
Parker	3	\$2,527.40	\$1,100.00	\$202.86		\$6.40		\$1,204.30	\$1,223.20	52	Presidential from March 1, 1887.
Park River	3	592.18	275.00					275.00	317.18	55	
Pierre	3	3,050.06	1,400.00	507.01		1.44		1,909.55	1,141.03	63	
Plankinton	3	4,323.26	1,400.00	303.89		.24		1,704.04	2,619.21	39	
Rapid City	3	7,790.12	1,500.00	1,066.30		1.60		2,567.90	5,201.22	33	
Redfield	3	3,402.50	1,300.00	396.70		.33		1,803.03	1,796.48	47	
Sioux Falls.	2	15,818.50	2,800.00	1,266.66	1,190.00	15.96		4,772.63	11,045.86	30	
Valley City	3	3,064.62	1,300.00					1,300.00	1,764.62	42	
Vermillion	3	2,201.24	1,100.00	202.66		.32		1,302.98	968.26	56	
Wahpeton	3	5,017.25	1,600.00	100.00		2.08		1,702.08	3,315.17	34	
Watertown	3	7,360.51	1,700.00	466.58		3.76		2,170.34	5,190.17	30	
Woonsocket	3	6,147.70	1,200.00	208.80		1.04		1,404.84	1,212.56	54	
Yankton	2	8,149.18	2,000.00	1,542.80		7.94		3,550.34	4,598.84	44	
Total		212,451.45	64,450.00	23,615.02	3,718.01	102.43		91,975.46	120,475.99	43	

DELAWARE.

Dover	3	\$6,125.15	\$1,700.00			\$4.10		\$1,704.10	\$4,420.99	28	In Government building.
Middletown	3	2,978.13	1,200.00	\$300.00		1.12		1,401.12	1,577.01	47	
Milford	3	3,068.14	1,300.00			1.62		1,301.62	1,756.62	42	
Newark	3	2,589.28	1,200.00	200.00		1.12		1,401.12	1,188.16	54	
Smyrna	3	3,320.01	1,400.00			1.62		1,401.52	1,918.49	42	
Wilmington	1	50,996.85	3,100.00	8,564.62		81.13	\$11,485.98	23,201.73	27,738.12	46	
Total		69,070.56	9,900.00	8,964.62		90.87	11,485.98	39,471.37	38,899.39	48	

DISTRICT OF COLUMBIA.

Washington	1	\$831,056.14	\$5,000	\$150,081.65	\$6,300.00	\$15,627.77	\$81,938.35	\$265,010.77	\$60,344.37	79	Includes \$10,088.24 expenses of mail-bags repair depot.
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FLORENDA.

Barrow	3	\$1,295.75	\$470.67	\$86.07		\$1.92		\$655.26	\$720.49	42
De Land	3	1,510.21	1,500.00			80		1,500.00	2,049.24	43
Eustis	3	2,623.51	1,400.00	907.80		2.32		1,504.00	1,027.93	62
Fernandina	3	2,560.28	1,500.00	500.00		2.32		1,803.96	47	47
Gainesville	3	2,857.68	2,000.00	500.00		3.30		5,313.21	3,514.47	40
Jacksonville	1	47,200.15	3,000.00	10,200.31	\$2,985.00	283.32	\$5,507.34	22,349.43	25,033.98	47
Key West	3	8,238.65	3,800.00	408.49		139.94		2,250.32	6,069.22	27
Kissimmee	3	3,560.89	2,250.00			32		2,250.32	310.67	44
Leesburgh	3	1,861.89	835.00			1.12		838.14	1,015.02	32
Ocala	3	5,622.51	1,600.00	200.00		3.14		1,801.44	2,819.07	37
Orlando	2	9,184.10	1,835.16	1,143.01	61.09	300.14		3,411.20	5,772.81	35
Palatka	3	9,085.57	2,000.00	1,600.00	201.65	12.72		2,234.37	6,871.29	28
Penacola	2	11,223.81	2,200.00	1,267.22	684.53	25.54		4,288.28	6,915.06	34
Saint Augustine	3	8,392.79	1,600.00	1,029		3.82		2,028.69	6,363.19	32
Sanford	3	6,873.34	1,800.00	433.85		3.82		2,240.67	4,632.07	46
Tallahassee	3	4,804.01	1,700.00	500.00		0.80		2,206.89	2,967.24	35
Tampa	3	6,858.92	1,700.00	689.08		14.28		2,403.90	4,434.96	39
Total	.....	136,987.42	27,186.83	17,293.24	3,945.17	883.23	5,567.34	54,875.81	82,111.61	40

Presidential from January 25, 1887.

Presidential from April 21, 1887.
Second quarter 1887 delinquent.

GEORGIA.

Albany	3	\$5,630.33	\$1,600.00	\$308.23		\$7.20		\$1,915.43	\$3,714.90	34
Americus	3	4,948.08	1,600.00	608.34		7.04		2,215.38	2,730.70	45
Athens	3	6,328.13	1,900.00	408.42		7.68		2,316.10	6,012.03	28
Atlanta	1	112,229.28	3,300.00	18,741.11		734.53	\$14,727.98	37,503.62	74,825.66	33
Augusta	2	98,894.74	2,800.00	5,083.15	\$1,206.77	731.28	7,687.55	17,608.75	18,885.99	48
Bainbridge	3	8,276.45	1,200.00	300.00		5.60		1,500.56	1,775.89	45
Barnevillo	3	3,123.44	1,000.00	200.00		1.76		2,073.38	5,019.03	52
Brunswick	3	7,228.59	1,200.00	366.66		6.72		1,401.92	1,326.67	52
Cartersville	3	2,274.08	1,400.00	200.00		1.92		6,540.68	11,168.43	33
Columbus	2	16,709.11	2,400.00	2,000.00	1,075.00	65.68		1,690.48	1,690.48	65
Dalton	3	2,248.53	1,400.00	200.00		2.72		1,602.73	1,645.81	60
Gainesville	3	3,841.60	1,500.00	616.85		104.12		2,220.97	1,620.63	58
Griffin	3	4,473.91	1,500.00	270.00		6.12		1,775.12	2,688.79	40
Hawkinsville	3	2,602.08	1,200.00	250.00		1.28		1,451.28	1,240.80	66
La Grange	3	3,064.59	1,300.00	200.00		2.16		1,602.16	1,892.43	48
Macon	2	82,345.85	2,700.00	5,497.15	1,248.50	362.64	7,687.68	17,345.87	14,889.48	54
Madison	3	2,718.29	1,100.00			5.66		1,100.56	1,617.73	41
Marbleton	3	4,992.86	1,600.00	208.42		6.48		1,814.90	3,087.96	37
Milldegeville	3	3,210.45	1,400.00			2.24		1,302.00	1,069.45	39
Newman	3	2,005.62	1,000.00			2.04		1,402.24	1,908.20	44
Quitman	3	2,028.76	2,100.00			1.04		1,150.77	854.86	60
Rome	2	10,328.76	2,100.00	149.73	565.95	28.78		3,010.95	6,717.81	35
Savannah	1	69,507.64	5,200.00	10,116.79	2,307.94	1,076.86	8,572.15	25,273.74	41,233.90	38

In Government building.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887.—Continued.

GEORGIA—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.
Thomasville	3	\$5,910.80	\$1,700.00	\$407.60	.....	\$6.40	.....	\$2,114.00	\$3,796.80	36	
Valleosta	3	2,656.05	1,100.00	190.23	.....	2.32	.....	1,292.54	1,363.51	48	
Washington	3	2,738.83	1,200.00	188.15	.....	.32	.....	1,308.48	1,430.35	48	
West Point	3	2,281.16	1,100.00	198.92	.....	.....	.....	1,298.92	1,082.24	57	
Total .....	.....	358,021.43	46,500.00	47,646.02	\$4,394.16	3,150.74	\$38,845.36	142,236.28	215,785.15	39	

IDAHO.

Boise City	3	\$5,763.72	\$1,700.00	\$765.69	.....	\$3.92	.....	\$2,469.61	\$3,294.11	43	
Eagle Rock	3	1,964.80	1,150.00	.....	.....	.....	.....	1,150.00	824.80	60	
Failey	3	4,071.03	1,400.00	408.42	.....	.....	.....	1,808.42	2,262.61	44	
Ketchum	3	1,596.51	1,100.00	100.00	.....	.....	.....	1,200.00	396.51	75	
Lewiston	3	2,510.35	1,300.00	404.16	.....	5.08	.....	1,709.84	900.51	65	
Murray	3	2,614.85	1,000.00	.....	.....	.....	.....	1,000.00	1,614.85	38	
Total .....	.....	18,641.26	7,650.00	1,678.27	.....	9.60	.....	9,337.57	9,303.39	50	

ILLINOIS.

Abingdon	3	\$2,470.28	\$1,100.00	.....	.....	\$0.16	.....	\$1,100.16	\$1,370.12	44	
Aledo	3	2,984.01	1,300.00	\$208.34	.....	.56	.....	1,508.90	1,475.11	50	
Alton	3	9,535.74	2,000.00	\$568.30	.....	12.09	.....	3,778.39	5,757.35	40	
Amboy	3	3,307.32	1,400.00	208.42	.....	1.04	.....	1,699.46	1,698.86	42	
Anne	3	3,143.31	1,300.00	.....	.....	.....	.....	1,200.00	1,942.67	48	
Arrows	3	2,930.55	1,200.00	200.00	.....	1.52	.....	1,401.52	1,529.03	48	
Atlanta	3	2,185.73	1,100.00	.....	.....	.88	.....	1,100.88	1,084.85	50	
Auburn	3	17,899.28	2,500.00	.....	.....	.08	.....	1,200.08	1,538.27	65	
Aurora	3	2,046.24	1,000.00	2,300.00	.....	47.14	\$1,710.28	10,707.25	7,192.01	60	
Barr	3	2,442.97	1,000.00	.....	.....	2.08	.....	1,001.64	1,044.00	50	
Beaverville	3	3,207.58	1,400.00	.....	.....	1.44	.....	1,401.44	1,806.14	42	
Beardstown	3	9,810.98	2,000.00	1,200.00	740.00	18.20	.....	3,958.20	5,852.78	43	
Belleville	3	5,239.42	1,600.00	312.16	.....	3.76	.....	1,615.92	3,623.50	35	

Bement.....	1, 943.32	1, 000.00	6, 365.00	1, 688.71	72	7, 768.05	1, 000.72	942.60	82
Bloomington.....	36, 351.23	2, 400.00	200.00	1, 868.71	1.36		1, 401.36	17, 500.75	83
Bradwood.....	2, 795.11	1, 100.00	300.00		1.66		1, 301.66	1, 836.75	84
Branker Hill.....	3, 995.86	1, 600.00	300.33		1.68		1, 910.01	2, 085.55	85
Bushnell.....	15, 396.92	2, 400.00	3, 664.58		19.11		6, 083.69	9, 313.22	86
Cairo.....	2, 586.17	1, 200.00	100.00		.72		1, 300.72	1, 296.55	87
Cambridge.....	7, 855.84	1, 800.00	408.41		2.56		1, 608.88	5, 644.57	88
Canton.....	3, 696.06	1, 400.00	207.96		1.82		1, 613.63	1, 868.18	89
Carbondale.....	4, 997.44	1, 500.00	116.67		1.86		1, 602.80	3, 849.41	90
Carrollville.....	3, 697.39	1, 400.00	308.33		2.80		1, 404.85	2, 964.59	91
Carmi.....	3, 163.07	1, 400.00	408.42		1.52		1, 760.00	2, 321.71	92
Carrollton.....	6, 298.65	1, 700.00	300.00		2.16		2, 110.58	1, 468.07	93
Centrals.....	11, 092.08	2, 200.00	1, 200.00	660.00	1.95		3, 881.08	7, 321.00	94
Champaign.....	4, 784.80	1, 000.00	300.00		3.81		1, 903.84	2, 891.46	95
Chenon.....	1, 877.74	1, 000.00	162.00		.64		1, 000.64	877.10	96
Chesler.....	2, 583.67	1, 200.00	100.00		.86		835.82	1, 290.71	97
Chicago.....	2, 228, 894.75	6, 000.00	452, 719.09	10, 235.80	25, 261.46	341, 594.96	835, 911.42	1, 991, 013.33	98
Clinton.....	3, 917.38	1, 500.00	205.80		1.52		1, 707.32	2, 210.06	99
Collinsville.....	2, 691.27	1, 100.00	200.00		1.28		1, 101.28	1, 579.99	100
Danville.....	15, 293.56	2, 400.00	2, 790.00	700.00	355.99		6, 245.86	3, 047.69	101
Decatur.....	27, 469.12	2, 700.00	3, 000.00	960.00	36.57	4, 276.43	10, 972.00	16, 468.13	102
De Kalb.....	5, 561.61	1, 800.00	200.00		4.24		1, 864.24	3, 194.87	103
Delavan.....	2, 846.78	1, 300.00	999.04		1.20		1, 301.20	1, 545.56	104
Dixon.....	3, 670.04	2, 000.00	207.97	311.00	2.64		3, 312.68	6, 567.86	105
Duquoin.....	3, 363.37	1, 400.00	200.00		2.80		1, 610.77	1, 752.60	106
Dwight.....	4, 918.29	1, 800.00	200.00		1.04		1, 801.04	3, 118.34	107
East Saint Louis.....	5, 176.54	1, 600.00	199.44		.66		1, 608.40	3, 568.14	108
Edwardsville.....	3, 098.21	1, 300.00	308.42		1.60		1, 501.04	1, 667.17	109
Elgin.....	3, 340.90	1, 400.00	3, 000.00		2.72		1, 711.14	1, 638.76	110
Elmwood.....	33, 270.52	2, 900.00	1, 000.00	1, 672.90	13.83	4, 271.16	11, 857.89	21, 412.63	111
Elmwood.....	2, 285.87	1, 000.00	200.00		.64		1, 000.64	1, 294.88	112
Elmwood.....	2, 049.28	1, 000.00	192.77		.56		1, 350.47	1, 164.88	113
El Paso.....	2, 515.35	1, 157.14	1, 231.00	320.00	24.99		3, 875.99	11, 173.92	114
Englewood.....	16, 049.91	2, 300.00	1, 231.00		1.12		1, 101.12	7, 035.06	115
Eureka.....	2, 463.08	1, 100.00	1, 000.00		1.32		1, 101.12	1, 361.91	116
Evanson.....	11, 456.49	2, 300.00	1, 000.00	948.99	163.44		4, 412.43	7, 035.06	117
Fairbury.....	3, 617.72	1, 500.00	29.65		.64		1, 500.64	2, 317.08	118
Fairfield.....	3, 035.71	1, 200.00	100.00		1.04		1, 201.52	1, 461.57	119
Farmer City.....	2, 424.28	1, 100.00	100.00		1.52		1, 300.16	601.66	120
Flores.....	1, 902.02	1, 300.00	2, 200.00	825.73	19.62		5, 515.35	15, 512.31	121
Franklin Grove.....	21, 097.66	2, 600.00	200.00		1.16		1, 390.72	1, 413.23	122
Freeport.....	2, 713.90	1, 200.00	425.27		7.48		2, 338.76	5, 136.31	123
Fulton.....	4, 172.06	1, 900.00	1, 000.00		16.48		12, 863.23	11, 450.68	124
Galena.....	24, 293.90	2, 600.00	4, 070.60	1, 240.16	72.30	4, 930.17	18, 622.48	2, 585.40	125
Galesburg.....	4, 400.88	1, 500.00	300.00		2.48		2, 002.32	3, 365.77	126
Geneseo.....	958.09	1, 700.00			2.32				127

In Government building.

In Government building. Includes \$9,341.57 expenses of mail-bag re-pairs depot.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887—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.
Genoa	3	\$2,588.30	\$1,100.00			\$1.44		\$1,101.44	\$1,488.85	42	
Gibson City	3	2,583.65	1,200.00	\$298.30		.64		1,499.63	1,084.02	58	
Grand	3	1,975.25	1,000.00	100.00				1,100.00	1,875.67	55	
Grand Crossing	3	4,641.02	1,100.00			2.08		1,102.08	3,538.94	24	
Greenville	3	3,304.74	1,400.00	297.66				1,697.66	1,695.72	48	
Greigsville	3	1,945.04	1,000.00			1.16		1,001.16	945.48	53	
Harvard	3	2,572.75	1,200.00	300.00		1.09		1,501.09	1,281.15	50	
Havana	3	3,154.31	1,200.00	300.00		1.44		1,501.44	1,553.87	50	
Havelock	3	1,894.02	1,200.00					1,200.00	694.02	63	
Hevey	3	3,423.41	1,400.00			1.32		1,401.32	2,021.89	41	
Highland	3	2,093.35	1,000.00			.88		1,000.88	1,092.47	48	
Hillsborough	3	2,931.21	1,300.00			5.28		1,305.28	1,625.93	45	
Hoopston	3	2,870.37	1,200.00	200.00		.80		1,400.80	1,468.57	48	
Hydo Park	3	5,164.96	1,000.00	200.00		8.80		1,208.80	3,956.16	31	
Jacksonville	3	17,831.28	2,400.00	2,500.00	\$779.78	54.51		6,223.29	11,597.99	35	
Jarneyville	3	4,060.28	1,000.00	568.35		7.72		1,576.07	2,484.21	44	
Joliet	3	10,947.35	2,000.00	3,019.34	811.49	20.30	\$2,496.68	8,567.41	10,993.84	45	
Kankakee	3	9,988.30	2,000.00	1,000.00	294.25	35.31		3,297.56	6,690.74	33	
Kewanee	3	6,451.78	1,000.00	16.85		1.28		1,018.13	5,433.65	30	
Knoxville	3	2,648.78	1,200.00			.86		1,200.86	1,447.92	48	
Lacon	3	2,583.54	1,000.00			.86		1,000.86	1,582.74	42	
Lake Forest	3	3,011.69	1,200.00			.86		1,200.86	1,810.73	60	
Lake Park	3	3,411.45	1,500.00	100.00		.72		1,600.72	1,810.73	47	
Lamar	3	6,976.37	1,800.00	1,000.00		7.44		2,807.44	4,168.93	40	
Lansalle	3	2,002.52	1,000.00			.16		1,000.16	1,002.36	50	
Lemont	3	2,447.33	1,200.00			1.72		1,201.72	1,245.61	50	
Lena	3	2,913.34	1,400.00	150.00		1.54		1,551.44	1,361.90	55	
Lewistown	3	2,276.85	2,000.00	1,100.00		0.84		2,100.84	5,101.01	37	
Lincoln	3	2,297.49	1,700.00	300.00		6.80		2,006.80	2,301.40	38	
Litchfield	3	2,670.17	1,300.00			.98		1,300.98	1,369.19	34	
Louisport	3	5,018.40	1,600.00	116.85		2.80		1,719.65	3,298.75	36	
Macomb	3	2,983.08	1,300.00			.89		1,300.89	1,682.88	44	
Marango	3	2,246.58	1,400.00			.88		1,400.88	1,835.70	43	
Marshelles	3	3,011.58	1,200.00	161.50		2.60		1,463.60	1,548.08	50	
Marshall	3	2,646.63	1,200.00			2.60		1,202.60	1,444.03	48	
Masson City	3	2,328.39	2,000.00	330.50	500.00	7.04		3,443.54	4,884.81	41	
Mattoon	3	3,042.86	1,000.00			.80		1,000.80	2,042.06	33	
Maywood	3	2,117.13	1,000.00	310.23		3.51		1,323.51	2,118.62	48	
McLeansborough	3	6,196.13	1,700.00			4.16		2,014.30	4,181.74	32	
Mendota	3	2,801.28	1,300.00	100.00		1.04		1,401.04	1,400.24	50	
Milronk	3										

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887.—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.
Springfield	2	\$5,618.26	\$2,800.00	\$5,614.70	.....	\$131.18	\$0,932.15	\$16,478.03	\$19,140.23	46	In Government building.
Sterling	2	11,982.86	2,100.00	1,200.00	\$965.50	.90	.....	4,298.40	7,694.46	36	
Streator	2	10,530.52	1,000.00	1,425.00	1,022.61	1.97	.....	4,549.58	5,980.94	43	
Sullivan	3	2,044.59	1,000.00	150.00	.....	.....	.....	1,150.56	884.03	69	
Sycamore	3	5,275.03	1,700.00	180.00	.....	2.40	.....	1,852.69	3,392.34	36	
Taylorville	3	3,907.74	1,500.00	150.00	.....	1.68	.....	1,651.68	2,256.06	44	
Toulon	3	1,894.97	1,000.00	.....	.....	1.40	.....	1,000.40	894.57	53	
Tuscola	3	8,275.03	1,400.00	200.00	.....	1.12	.....	1,601.12	1,673.91	48	
Urbana	3	8,992.03	1,500.00	518.85	.....	2.64	.....	2,019.49	1,972.54	47	
Vandalia	3	3,155.38	1,300.00	200.00	.....	.88	.....	1,500.88	1,654.50	51	
Vandalia	3	2,527.15	1,100.00	100.00	.....	.32	.....	1,200.32	1,326.83	48	
Virgen	3	2,315.83	1,200.00	125.00	.....	.88	.....	1,322.68	992.90	57	
Virginia	3	2,595.38	1,200.00	150.00	.....	1.44	.....	1,351.44	1,243.94	64	
Warren	3	2,793.26	1,300.00	298.97	.....	1.12	.....	1,601.09	1,192.17	69	
Washington	3	8,143.14	1,100.00	.....	.....	.88	.....	1,100.88	2,042.26	35	
Watseka	3	8,254.51	1,300.00	.....	.....	2.24	.....	1,802.24	1,954.27	39	
Waukegan	3	6,291.60	1,700.00	.....	.....	6.76	.....	1,918.26	4,373.34	30	
Wauwata	3	2,774.74	1,200.00	298.53	.....	.32	.....	1,436.15	1,338.59	64	
Wheaton	3	2,197.04	1,000.00	.....	.....	.....	.....	1,000.00	1,197.04	45	
White Hall	3	2,943.78	1,800.00	.....	.....	1.68	.....	1,801.68	1,542.10	46	
Wilmington	3	2,167.59	1,100.00	.....	.....	.80	.....	1,100.80	1,066.79	50	
Woodstock	3	8,323.53	1,400.00	.....	.....	.98	.....	1,400.98	1,922.55	43	
Wright's Grove.	3	3,913.76	1,600.00	100.00	.....	.....	.....	1,700.00	2,213.76	44	
Total	.....	3,387,901.45	277,232.14	563,671.83	39,640.47	23,133.83	405,371.06	1,801,019.33	2,066,782.12	39	

INDIANA.

Anderson	3	\$5,762.45	\$1,700.00	\$618.85	.....	\$12.40	.....	\$2,229.25	\$3,433.20	40	
Angola	3	3,531.21	1,200.00	100.00	.....	2.20	.....	1,403.20	1,928.01	46	
Attala	3	8,721.71	1,400.00	200.00	.....	1.32	.....	1,602.32	2,119.39	43	
Auburn	3	8,228.38	1,300.00	.....	.....	.....	.....	1,301.00	1,927.38	41	
Aurora	3	4,204.33	1,000.00	299.70	.....	4.36	.....	1,300.12	2,299.20	45	
Bedford	3	3,807.52	1,300.00	200.00	.....	1.28	.....	1,501.28	1,496.24	50	
Bloomington	3	8,767.52	1,400.00	307.79	.....	3.23	.....	1,911.71	3,175.31	37	
Bremen	3	8,784.56	1,400.00	200.00	.....	2.40	.....	1,602.40	2,187.16	43	
Brazil	3	4,911.49	1,500.00	41.89	.....	3.76	.....	1,545.19	3,366.30	31	

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887.—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.
North Manchester.....	3	\$2,884.55	\$1,300.00	\$100.00		\$1.68		\$1,401.68	\$1,482.87	48	
North Vernon.....	3	2,419.17	1,100.00	243.00		2.00		1,345.00	1,074.17	54	
North Wayne.....	3	4,368.18	1,500.00			16		1,500.16	2,868.02	34	
Notre Dame.....	2	8,191.52	2,600.00	830.00	\$656.00	121.48		3,577.48	4,614.04	44	
Perrin.....	2	4,513.30	1,500.00			3.64		1,563.04	3,010.35	33	
Portland.....	3	4,040.14	1,500.00	460.00		1.82		1,961.82	2,138.22	48	
Princeton.....	3	3,282.45	1,400.00	200.00		2.08		1,602.08	1,680.37	43	
Rensselaer.....	3	2,719.13	1,000.00			1.20		1,001.20	1,717.93	43	
Richmond.....	3	28,825.75	2,700.00	3,600.00	1,425.53	97.85	\$4,908.80	12,732.18	13,593.57	47	
Rocheater.....	3	3,300.20	1,400.00	200.00		1.44		1,601.44	1,788.86	45	
Rockport.....	3	2,508.82	1,200.00	60.00		1.72		1,290.72	1,217.80	52	
Rockville.....	3	2,503.36	1,200.00	161.05		1.60		1,362.65	1,200.71	53	
Rushville.....	3	5,438.13	1,600.00	300.00		3.12		1,965.12	3,535.01	25	
Seymour.....	3	5,398.35	1,700.00	200.00		2.56		1,902.56	3,496.79	36	
Shelbyville.....	3	6,830.91	1,700.00	233.00		5.82		1,948.82	4,881.99	28	
South Bend.....	2	28,277.66	2,600.00	3,000.00	1,500.00	99.07	6,035.83	13,235.50	13,042.16	50	
Sullivan.....	2	38,453.44	2,800.00	6,800.00	1,418.26	1.81		1,401.84	1,727.89	46	
Terre Haute.....	2	2,646.59	1,100.00	200.00		1.28		1,301.28	1,345.31	36	
Union City.....	3	4,580.60	1,600.00	243.00	473.00	1.60		1,844.60	2,736.00	50	
Vanderburgh.....	3	9,154.33	2,000.00	1,300.00		9.13		3,788.15	5,366.18	41	
Vandalia.....	2	2,482.68	1,100.00	400.00		3.09		1,503.80	948.19	60	
Vevay.....	3	10,696.99	2,200.00	1,700.00	600.37	39.87		4,038.24	6,658.75	33	
Vincennes.....	3	7,284.10	1,800.00	610.00		4.10		2,414.16	4,819.94	43	
Warsaw.....	3	5,318.16	1,600.00	300.00		2.61		1,902.64	3,415.52	36	
Washington.....	3	4,492.50	1,500.00	125.27		6.43		1,681.70	2,810.80	38	
Willsboro.....	3	1,968.11	1,000.00			1.04		1,001.04	967.07	50	
Winchester.....	3	5,565.25	1,400.00	240.00		2.00		1,642.00	1,943.25	41	
Total.....		709,960.48	189,164.35	96,543.45	11,934.99	9,351.06	70,600.86	333,506.11	435,454.37	48	

IOWA.

Akeley.....	3	\$2,300.66	\$1,200.00	\$300.00		\$0.40		\$1,400.40	\$999.26	56	
Atton.....	3	2,383.91	1,000.00			1.06		1,000.86	1,383.05	43	
Atleta.....	3	3,475.58	1,500.00	368.03		1.68		1,868.71	2,065.87	54	
Afgona.....	3	4,186.89	1,500.00	243.00		1.20		1,744.20	2,415.69	40	
Ancen.....	3	5,419.00	1,500.00	100.00		1.00		1,601.00	1,817.00	41	

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887—Continued.

IOWA—Continued.

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.
Iowa City.....	2	\$3,757.32	\$2,400.00	\$2,000.00	\$1,445.52	\$10.74		\$5,985.96	\$7,771.06	43	
Iowa Falls.....	3	3,852.21	1,500.00	200.00		1.00		1,701.60	1,550.61	44	
Jackson.....	3	3,454.25	1,400.00	150.00		1.50		1,550.64	1,003.61	46	
Keokuk.....	2	2,837.38	2,000.00	3,200.00	1,186.25	102.59	\$1,571.00	11,609.82	11,077.50	51	
Knoxville.....	3	3,239.49	1,500.00	816.67		1.32		3,341.99	1,410.50	62	
Lansing.....	3	3,219.94	1,200.00	180.00		1.54		1,000.84	1,933.10	45	
Laporte City.....	3	2,212.55	2,000.00		161.08	1.79		3,231.85	1,913.71	65	
Le Mars.....	3	8,475.64	1,100.00			1.28		1,301.13	5,153.78	59	
Leona.....	3	2,683.14	1,000.00	190.85		1.40		1,501.40	1,307.48	50	
Logan.....	3	2,337.88	1,000.00	150.00		1.00		1,901.00	3,943.88	57	
Lyonns.....	3	5,147.85	1,700.00	200.00		1.76		2,018.42	3,827.53	74	
McGregor.....	3	5,855.95	1,700.00	313.05		1.49		2,948.40	3,700.90	60	
Malvern.....	3	2,000.30	1,000.00	200.00		1.82		2,151.92	3,431.62	59	
Manchester.....	3	5,573.54	1,700.00	450.00		1.94		2,625.64	1,500.15	50	
Manring.....	3	1,234.79	625.00			1.50		1,000.32	1,310.16	43	
Mapleton.....	3	4,986.17	1,600.00	180.00		1.59		1,691.20	3,304.97	32	
Marquette.....	3	4,986.17	1,600.00	180.00		1.59		1,691.20	3,304.97	32	
Marengo.....	3	5,135.47	1,400.00	500.00		1.93		2,582.98	3,052.49	41	
Marshalltown.....	3	10,274.12	2,600.00	2,500.00	1,043.00	3.58		5,042.68	3,730.44	31	
Marion City.....	3	6,839.81	1,800.00	316.85		1.90		2,119.81	4,720.00	31	
Massouri Valley.....	3	4,140.51	1,500.00	212.40		2.06		2,441.66	1,698.85	46	
Monticello.....	3	3,105.20	1,400.00	212.80		1.88		1,643.77	1,461.43	53	
Mount Ayr.....	3	2,502.24	1,200.00	102.00		1.59		2,063.50	1,434.04	56	
Mount Pleasant.....	3	8,091.82	1,900.00	1,042.12		1.76		2,949.88	2,031.94	76	
Mount Vernon.....	3	2,091.91	1,200.00			1.12		2,578.09	1,700.79	36	
Muscataine.....	3	14,948.99	2,400.00	1,800.00	1,175.00	3.89		5,578.09	1,430.47	42	
Nashua.....	3	2,557.12	1,100.00	6.35		1.32		1,406.85	1,150.27	43	
Nevada.....	3	3,036.43	1,400.00	150.00		1.89		1,950.72	1,085.71	59	
New Hampton.....	3	2,574.48	1,100.00	312.50		2.72		2,015.92	1,395.46	37	
Newton.....	3	5,410.68	1,700.00			1.68		1,680.93	1,116.99	50	
Odebolt.....	3	2,979.12	1,200.00			2.72		2,049.51	1,440.72	47	
Oswego.....	3	2,506.83	1,000.00	488.25		1.89		2,050.51	1,836.51	47	
Ottawa.....	3	4,569.23	1,600.00			1.89		1,701.28	1,798.95	41	
Oskaloosa.....	2	1,671.43	2,300.00	1,800.00	520.64	76.25		1,461.09	1,168.70	50	
Ottumwa.....	2	22,691.19	2,000.00	3,200.00	758.21	79.09	4,803.68	11,401.09	3,508.90	45	
Pella.....	2	2,899.80	1,800.00			1.69		1,300.96	1,638.96	39	
Perry.....	3	4,113.49	1,500.00	157.36		1.69		2,403.10	1,710.39	39	
Reef Fork.....	3	7,264.20	1,000.00	557.88		3.25		4,803.10	2,461.10	34	

Presidential from November 16, 1886.

Second quarter, 1887, delinquent.

Rock Rapids.....	3	1,659.04	750.00	135.00	2,200.00	.....	.....	750.00	909.04	41
Soo City.....	3	2,477.79	1,200.00	.....	.....	.....	.....	1,355.72	1,742.07	32
Sheldon.....	3	3,162.83	1,400.00	200.00	.....	.....	.....	1,400.32	3,708.07	45
Shenandoah.....	3	5,216.83	1,600.00	.....	.....	.....	.....	1,901.76	5,315.09	37
Sibley.....	3	2,701.82	1,000.00	240.38	.....	.....	.....	1,456.96	1,451.28	32
Sigourney.....	3	3,483.32	2,800.00	4,870.80	.....	.....	.....	1,650.06	4,812.66	53
Sixoux City.....	2	39,677.11	2,800.00	4,160.00	2,200.00	5,440.24	.....	14,758.19	24,828.72	37
Spencer.....	3	4,672.17	1,400.00	503.42	.....	.....	.....	1,600.70	2,078.47	43
Stacy.....	3	4,372.13	1,600.00	280.00	.....	.....	.....	1,605.90	2,863.23	38
Stuart's Lake.....	3	3,842.98	1,500.00	200.00	.....	.....	.....	1,500.80	1,741.48	60
Thianna City.....	3	3,181.23	1,500.00	280.00	.....	.....	.....	1,651.28	1,809.85	35
Tipton.....	3	3,201.55	1,500.00	280.00	.....	.....	.....	1,500.96	2,802.99	35
Tosco.....	3	4,424.79	1,500.00	.....	.....	.....	.....	1,208.82	1,213.97	69
Trester.....	3	2,414.89	1,200.00	200.00	.....	.....	.....	1,601.92	1,809.87	47
Village.....	3	2,101.67	1,000.00	207.00	.....	.....	.....	1,610.28	3,291.89	43
Vinton.....	3	3,274.84	1,700.00	403.32	.....	.....	.....	2,110.25	3,128.51	43
Washington.....	3	13,273.58	2,400.00	2,000.00	869.44	.....	.....	4,880.82	9,468.74	37
Washton.....	3	2,552.01	1,200.00	200.00	.....	.....	.....	1,461.60	1,150.41	64
Waukon.....	3	4,772.03	1,600.00	318.85	.....	.....	.....	1,918.05	2,533.88	49
Webster City.....	3	4,691.27	1,500.00	240.76	.....	.....	.....	1,550.86	1,244.19	57
West Liberty.....	3	2,440.75	1,000.00	200.00	.....	.....	.....	1,701.63	1,747.87	50
West Union.....	3	2,439.34	1,000.00	200.00	.....	.....	.....	1,800.00	2,628.84	61
West Chester.....	3	4,438.29	1,500.00	200.00	.....	.....	.....	1,400.32	2,628.97	61
Wilton Junction.....	3	4,407.20	1,500.00	550.00	.....	.....	.....	1,850.96	2,658.24	43
Winterset.....	3	4,407.20	1,500.00	550.00	.....	.....	.....	1,850.96	2,658.24	43
Total.....		903,256.20	193,273.00	92,305.90	23,357.27	2,064.74	65,492.56	376,513.47	528,742.73	43

KANSAS.

Abbene.....	2	\$10,241.66	\$2,000.00	\$700.00	\$207.50	\$3.44	.....	\$2,910.94	\$7,830.72	28
Anthony.....	3	5,653.59	1,600.00	83.15	.....	2.46	.....	1,685.63	3,967.96	30
Arkansas City.....	3	8,671.34	1,800.00	853.15	.....	6.32	.....	2,189.47	6,481.87	25
Ashland.....	3	2,768.04	1,000.00	.....	.....	96	.....	1,000.96	1,787.08	38
Ashland.....	2	31,621.21	2,700.00	4,000.00	1,240.00	94.41	\$5,103.68	13,138.27	18,362.84	42
Attica.....	3	1,911.47	1,100.00	.....	.....	24	.....	1,100.24	811.23	58
Angus.....	3	2,510.01	2,700.00	200.00	.....	1.60	.....	1,401.60	1,108.41	56
Belleville.....	3	3,225.38	1,200.00	.....	.....	16	.....	1,400.16	1,825.23	43
Beloit.....	3	6,630.95	1,700.00	450.00	.....	2.86	.....	2,152.98	4,477.99	43
Burlington.....	3	2,874.02	1,300.00	300.00	.....	32	.....	1,600.32	1,273.70	38
Burlington.....	3	5,312.12	1,700.00	400.00	.....	8.44	.....	2,103.44	3,208.68	46
Caldwell.....	3	4,293.52	1,500.00	200.00	.....	1.04	.....	1,701.04	2,592.48	40
Carbondale.....	3	1,669.68	1,000.00	.....	.....	56	.....	1,000.56	689.12	59
Cawker City.....	3	3,060.08	1,400.00	200.00	.....	80	.....	1,600.80	2,859.26	40
Chanute.....	3	4,410.19	1,600.00	180.00	.....	2.82	.....	1,782.82	2,627.87	40
Cherry Vale.....	3	4,611.83	1,700.00	200.00	3.84	1,903.84	2,707.99	41
Chetopa.....	3	3,663.01	1,400.00	200.00	10.86	1,610.50	2,082.45	41

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No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1897—Continued.
KANSAS—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.
Clay Centre	3	\$8,064.33	\$1,900.00	\$100.00		\$3.60		\$2,303.60	\$5,760.73	29	
Clyde	3	3,208.42	1,400.00	250.00		.90		1,650.90	1,647.46	50	
Coffeyville	3	2,236.25	1,500.00	400.00		3.32		1,900.22	1,355.98	40	
Columbus	3	5,384.83	1,700.00	439.23		2.45		2,201.71	3,183.12	35	
Concordia	3	5,906.43	1,700.00	300.00		4.24		2,104.24	3,802.19	35	
Council Grove	3	4,349.59	1,500.00	300.00		2.48		1,872.48	2,547.11	41	
Dodge City	2	7,224.78	2,000.00	650.00		3.28		2,653.28	5,571.50	32	
Edwards	3	6,175.30	1,800.00	500.00		3.84		2,303.84	4,471.46	34	
Ellsworth	3	4,664.71	1,500.00	228.70	\$670.00	2.24		1,731.03	2,933.68	37	
Emporia	3	29,359.88	2,500.00	1,700.00				4,870.00	15,489.88	24	
Eureka	3	5,231.92	1,700.00	308.32		2.08		2,010.60	3,221.32	28	
Florence	3	1,835.33	1,000.00	254.21		1.84		1,456.03	1,383.68	62	
Fort Leavenworth	3	18,304.08	2,500.00	2,000.00	1,080.00	.96		6,230.70	12,073.38	34	
Fort Scott	3	2,253.01	1,100.00	300.00		.16		1,700.66	2,130.36	44	
Frankfort	3	2,253.01	1,100.00	300.00		.56		1,700.66	2,130.36	44	
Fredonia	3	3,833.92	1,400.00			1.04		651.09	1,450.90	40	
Galena	3	2,402.98	950.95	800.30		14.96		2,438.09	8,754.59	22	
Garden City	3	11,193.18	1,537.33	800.00		3.76		1,903.76	2,963.75	39	
Garnett	3	4,887.51	1,600.00	300.00		2.08		1,902.08	2,985.14	42	
Girard	3	4,484.22	1,600.00	300.00		1.91		1,836.08	4,645.66	28	
Great Bend	3	6,471.74	1,600.00	234.16		1.24		1,100.24	1,116.02	50	
Halstead	3	7,216.29	1,100.00			1.70		2,118.00	2,094.35	45	
Harper	3	4,813.15	1,700.00	416.84		1.20		2,118.00	2,694.35	35	
Hays City	3	3,022.70	1,200.00	108.00		2.24		1,310.24	2,292.46	40	
Hawatha	3	6,041.38	1,800.00	342.12		1.76		2,142.88	4,460.48	32	
Holton	3	4,379.84	1,500.00	254.16		1.68		1,755.84	2,633.50	40	
Howard	3	2,875.80	1,300.00	140.79		1.44		1,451.23	1,424.07	50	
Humboldt	3	3,154.22	1,400.00	300.00		1.72		1,700.72	1,453.50	54	
Independence	3	11,539.33	1,900.00	350.00		6.81		2,255.81	9,283.49	20	
Independence	3	6,529.06	1,800.00	498.33		3.28		2,211.01	4,317.45	34	
Jola	3	3,225.43	1,400.00	242.84		.56		1,650.40	1,573.03	51	
Jewell	3	2,347.57	1,000.00	100.00		.80		1,100.80	1,246.77	47	
Junction City	3	6,083.04	1,800.00	416.84		1.44		2,218.28	4,474.76	33	
Kingman	3	6,114.27	1,700.00	600.00		3.20		2,303.20	5,249.07	28	
Kingman	3	4,113.10	1,500.00	300.00		2.16		1,802.16	2,331.00	44	
Kirwin	3	2,943.83	1,200.00	136.61		.16		1,299.80	1,541.02	48	
La Cynne	3	2,250.36	1,100.00	249.80		.88		1,330.04	1,320.32	61	
Larned	3	7,742.42	1,800.00	616.70		3.04		2,419.74	5,322.68	31	
Larned	3	24,943.73	2,600.00	3,600.00	1,022.22	70.65	\$1,538.13	12,810.10	12,133.73	51	
Leavenworth	3	29,435.73	2,700.00	4,200.00	772.82	64.11	6,730.09	14,517.62	14,918.11	49	

Lincoln.....	3,701.13	1,100.00	191.39	1.02	.....	1,293.31	2,407.80	35
Louisburg.....	2,408.32	1,400.00	8.35	.24	.....	1,008.57	1,399.05	42
Lynn.....	3,334.47	1,800.00	700.00	.....	.....	1,534.47	3,832.55	32
McParrson.....	3,322.67	1,800.00	500.00	.....	.....	2,022.67	5,920.27	29
Manhattan.....	2,512.92	1,800.00	508.42	.....	.....	2,111.62	5,190.50	50
Marquette.....	2,009.82	1,400.00	368.33	.....	.....	1,641.49	4,083.57	44
Marton.....	2,281.81	1,400.00	.....	.....	.....	1,881.81	3,880.21	33
Marysville.....	4,565.84	1,400.00	500.00	.....	.....	1,705.84	2,865.44	37
Medicine Lodge.....	4,144.17	1,400.00	200.00	.....	.....	1,702.94	2,441.01	41
Medicine Lodge.....	2,547.44	1,400.00	500.00	.....	.....	1,607.44	3,612.54	31
Monroe City.....	1,949.61	1,000.00	.....	.....	.....	1,000.61	3,088.13	30
New Kowa.....	2,512.40	1,200.00	.....	.....	.....	1,312.40	1,761.65	30
New York.....	10,722.19	2,200.00	1,042.05	300.00	478.62	750.72	6,701.50	37
Nickerson.....	3,325.74	1,600.00	.....	.....	.....	4,020.68	6,735.12	43
Norton.....	2,025.71	1,400.00	270.62	.....	.....	1,009.61	1,323.12	33
Norton.....	4,911.52	1,842.35	500.00	1.28	.....	1,123.15	1,503.58	43
Obolton.....	4,470.72	1,700.00	368.33	1.02	.....	1,901.02	1,000.90	30
Obolton.....	4,888.99	1,600.00	208.25	2.40	.....	2,010.73	3,460.01	37
Osage City.....	2,600.82	1,000.00	.....	.....	.....	1,800.77	3,070.23	37
Osage Mission.....	2,592.40	1,300.00	100.00	.....	.....	1,000.00	1,020.82	30
Osborno.....	2,925.40	1,700.00	262.43	4.00	.....	1,400.44	2,191.82	39
Oswego.....	11,043.65	2,300.00	1,200.00	13.05	.....	1,868.43	3,370.36	37
Ottawa.....	5,590.30	1,700.00	2,208.33	375.00	.....	3,858.05	8,055.90	33
Paola.....	10,291.60	2,100.00	1,300.00	3.25	.....	2,011.61	3,508.78	36
Parsons.....	4,307.12	1,400.00	137.50	455.45	.....	2,941.02	6,330.58	33
Penbody.....	4,075.12	1,500.00	.....	2.00	.....	1,633.14	1,753.98	37
Plisburgh.....	4,022.71	1,476.69	40.00	2.00	.....	1,502.00	2,573.50	37
Pleasanton.....	2,077.65	1,000.00	12.00	.....	.....	1,517.22	2,405.40	50
Pratt.....	4,059.50	1,300.00	250.00	.....	.....	1,013.00	2,005.95	33
Russell.....	2,125.05	1,400.00	.....	45	.....	1,550.49	2,509.02	33
Sabel.....	2,275.99	1,400.00	.....	24	.....	1,400.24	1,794.81	45
Saint Mary's.....	2,103.66	1,100.00	.....	64	.....	1,100.24	1,174.58	48
Salina.....	12,532.22	2,100.00	1,100.00	5.52	.....	3,550.32	9,981.69	36
Salina.....	1,801.81	1,000.00	100.00	.....	.....	1,100.48	791.23	53
Sedan.....	1,969.77	1,000.00	.....	48	.....	1,000.86	980.21	50
Sedgewick.....	2,043.57	1,500.00	300.00	.....	.....	1,800.00	1,848.55	61
Seneca.....	2,040.77	1,000.00	100.00	.....	.....	1,500.00	709.77	40
Solomon City.....	4,943.97	1,000.00	204.00	.....	.....	1,804.91	3,138.06	36
Stockton.....	2,015.00	1,000.00	150.00	.....	.....	1,151.44	1,683.62	38
Stockton.....	1,684.88	2,200.00	9,665.00	200.00	.....	21,974.87	46,513.53	53
Stockton.....	4,418.00	1,100.00	200.00	.....	.....	1,303.72	1,478.88	53
Valley Falls.....	4,598.52	1,400.00	300.00	.....	.....	1,701.26	2,885.16	37
Wa Keeney.....	2,052.32	1,300.00	105.67	1.20	.....	1,607.15	1,645.17	40
Waveresaw.....	4,288.32	1,500.00	200.00	.....	.....	1,701.84	2,598.41	46
Washington.....	10,843.23	2,200.00	700.73	8.15	.....	3,234.48	7,608.76	30
Washington.....	41,271.60	2,700.00	4,407.50	130.87	.....	11,000.12	20,560.48	28
Wichita.....	12,200.45	2,200.00	1,410.00	92.00	.....	3,697.48	8,571.97	50
Winfield.....	12,878.20	2,400.00	1,534.44	780.00	.....	4,723.58	11,145.68	28
Wyandotte.....	2,577.48	1,100.00	200.00	1.02	.....	1,801.92	1,273.56	50
Wyandotte Center.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	716,919.73	161,577.19	60,311.83	8,545.73	1,230.30	29,703.82	455,431.75	36

Second quarter 1887, delinquent.

Presidential from February 7, 1887.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887—Continued.

KENTUCKY.

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.
Ashland	3	\$4,080.51	\$1,400.00	\$200.00	.....	\$4.00	.....	\$1,604.00	\$2,476.51	39	
Barktown	3	8,180.31	1,005.44	.....	.....	.....	.....	1,060.44	1,119.87	50	
Bowling Green	3	8,382.09	1,000.00	508.42	.....	11.84	.....	2,420.26	5,061.83	29	
Carlisle	3	2,120.25	1,000.00	.....	.....	1.52	.....	1,001.52	1,118.73	48	
Catsburgh	3	3,310.90	1,300.00	105.16	.....	2.16	.....	1,407.32	1,903.58	42	
Corynton	3	22,001.92	2,600.00	3,400.00	.....	203.05	\$5,857.82	12,060.87	10,841.05	53	In Government building.
Cynthiana	3	4,030.00	1,500.00	.....	.....	6.28	.....	1,505.28	2,524.72	37	
Danville	3	6,180.62	1,800.00	200.00	.....	5.44	.....	2,005.44	4,175.18	32	
Elizabethtown	3	7,740.56	1,200.00	260.00	.....	2.88	.....	1,452.88	1,287.68	56	
Frankfort	3	12,232.45	2,300.00	1,500.00	\$331.68	46.20	.....	4,177.88	8,054.57	34	Do.
Franklin	3	2,392.72	1,100.00	150.00	.....	2.00	.....	1,201.52	1,070.22	57	
Fulton	3	2,739.16	1,200.00	.....	.....	1.52	.....	1,301.52	1,427.64	48	
Georgetown	3	4,284.28	1,600.00	186.30	.....	16.74	.....	1,803.04	2,480.24	42	
Glasgow	3	2,984.20	1,800.00	200.11	.....	4.32	.....	1,601.75	1,382.51	53	
Harrodsburgh	3	7,834.98	1,800.00	600.00	.....	12.50	.....	1,804.32	2,022.09	47	
Henderson	3	6,344.47	1,700.00	301.87	.....	13.20	.....	2,412.56	5,442.42	32	
Hopkinsville	3	3,305.80	1,100.00	150.00	.....	1.04	.....	1,251.04	1,054.76	57	
Lancaster	3	4,038.84	1,600.00	354.22	.....	1.76	.....	1,955.98	2,737.86	43	
Lebanon	3	27,690.66	2,700.00	3,700.00	1,217.55	339.60	5,479.75	13,436.99	14,253.67	48	
Lexington	3	258,202.61	3,600.00	43,500.48	.....	1,105.70	47,886.07	96,182.34	142,020.27	40	Do.
Louisville	1	.....	1,100.00	.....	.....	1.04	.....	1,101.04	1,490.96	43	
Madisonville	3	2,591.40	1,200.00	359.00	.....	1.28	.....	1,551.28	1,415.81	53	
Mayfield	3	2,967.09	1,200.00	.....	400.90	14.39	.....	3,415.38	4,067.55	40	
Mayville	3	5,382.93	1,700.00	377.68	.....	3.81	.....	2,081.62	3,457.41	38	
Mount Sterling	3	16,401.47	2,400.00	1,600.00	1,090.60	140.10	3,177.65	8,426.35	8,175.12	51	
Newport	3	2,495.78	1,100.00	133.98	.....	1.52	.....	1,255.50	1,240.28	52	
Nicholasville	3	10,018.98	2,100.00	1,350.00	677.80	32.14	.....	4,060.03	5,958.95	41	
Owensborough	3	12,162.81	2,300.00	1,240.00	.....	28.96	.....	3,568.96	8,593.85	30	
Padesa	3	6,515.25	1,800.00	610.00	.....	6.52	.....	2,419.52	4,093.73	37	Do.
Patterson	3	2,503.56	1,100.00	200.00	.....	4.09	.....	1,304.09	1,199.47	52	
Paris	3	4,532.98	1,600.00	500.00	.....	6.36	.....	2,105.36	2,447.62	46	
Princeton	3	3,517.51	1,400.00	133.74	.....	5.24	.....	1,558.98	1,958.53	46	
Russell	3	2,643.51	1,000.00	250.00	.....	2.08	.....	1,852.24	2,791.30	54	
Shelbyville	3	2,430.87	1,100.00	225.00	.....	3.32	.....	1,327.08	1,063.79	48	
Spencer	3	7,744.97	1,500.00	.....	.....	3.32	.....	1,302.32	1,442.65	48	
Stanton	3	3,070.60	1,300.00	100.00	.....	1.84	.....	1,401.84	1,618.76	47	
Unionville	3	3,965.89	1,500.00	25.00	.....	31.40	.....	1,556.40	2,439.49	40	
W. Winchester	3	.....	61,800.44	64,030.96	3,637.71	2,073.99	62,401.29	294,009.39	272,095.97	42	
Total	.....	468,105.36	.....	.....	.....	.....	.....	.....	.....	.....

LOUISIANA.

Alexandria.....	3	\$7,150.52	\$1,000.00	\$300.00	.....	\$1.25	.....	.....	.....	59
Baton Rouge.....	8	6,915.50	1,800.00	278.00	.....	12.96	.....	.....	.....	70
Donaldsonville.....	8	2,741.24	1,800.00	.....	.....	1.20	.....	.....	.....	48
Franklin.....	3	2,090.30	1,000.00	.....	.....	.72	.....	.....	.....	48
Lake Charles.....	3	4,711.35	1,200.00	150.00	.....	2.16	.....	.....	.....	29
Monroe.....	3	3,500.63	1,500.00	300.00	.....	3.92	.....	.....	.....	47
New Iberia.....	3	3,819.56	1,400.00	62,151.27	.....	1.44	.....	.....	.....	61
New Orleans.....	1	277,105.98	3,700.00	.....	.....	1,402.45	\$53,072.49	120,326.21	156,778.77	43
Opelousas.....	3	2,054.13	1,000.00	150.00	.....	4.72	.....	.....	.....	43
Plaquemine.....	2	2,571.02	1,000.00	.....	.....	1.76	.....	.....	.....	50
Shreveport.....	3	11,501.62	2,100.00	1,204.54	.....	30.18	.....	.....	.....	32
Thibodaux.....	3	2,321.60	1,200.00	85.84	.....	.96	.....	.....	.....	57
Total.....	.....	321,313.41	16,200.00	64,919.65	824.46	1,463.72	53,072.49	138,060.32	183,233.09	43

In Government building.

MAINE.

Anburn.....	2	\$12,176.47	\$2,200.00	\$1,000.00	\$755.00	\$16.24	.....	.....	.....	33
Augusta.....	1	51,496.09	3,100.00	11,699.50	2,442.42	21.30	\$3,767.28	21,030.56	30,455.53	41
Bangor.....	2	43,409.14	2,800.00	6,150.00	.....	135.28	4,319.87	13,494.65	30,094.49	31
Bar Harbor.....	3	4,708.28	1,304.35	221.74	.....	2.96	.....	.....	.....	32
Bath.....	3	10,194.42	2,100.00	1,450.00	.....	42.48	.....	.....	.....	35
Belefast.....	3	6,056.24	1,700.00	603.46	.....	9.47	.....	.....	.....	35
Bideford.....	2	10,012.75	2,100.00	1,400.00	845.00	19.84	.....	.....	.....	44
Bridgton.....	3	2,151.68	1,000.00	408.42	.....	1.52	.....	.....	.....	38
Brunswick.....	3	6,159.47	1,700.00	800.00	.....	1.60	.....	.....	.....	47
Bucksport.....	3	2,307.84	1,000.00	700.00	.....	3.20	.....	.....	.....	32
Calais.....	3	5,274.58	1,600.00	200.00	.....	1.76	.....	.....	.....	61
Camden.....	3	2,450.71	1,100.00	300.00	.....	1.76	.....	.....	.....	43
Dexter.....	3	3,367.99	1,400.00	998.98	.....	1.92	.....	.....	.....	53
Eastport.....	3	3,454.49	1,400.00	508.42	.....	1.76	.....	.....	.....	55
Ellsworth.....	3	4,081.33	1,500.00	800.00	.....	2.80	.....	.....	.....	55
Fairfield.....	3	2,796.03	1,100.00	.....	.....	1.76	.....	.....	.....	56
Farmington.....	3	2,592.92	1,064.15	313.18	.....	1.76	.....	.....	.....	54
Gardiner.....	3	7,644.28	1,800.00	216.67	.....	17.92	.....	.....	.....	27
Hallowell.....	3	3,650.76	1,400.00	300.00	.....	2.72	.....	.....	.....	38
Houlton.....	3	4,357.70	1,600.00	.....	.....	1.68	.....	.....	.....	43
Kennebunk.....	2	2,323.64	1,000.00	2,200.00	1,425.00	93.82	5,160.01	11,331.33	6,998.23	63
Lewiston.....	2	16,217.56	2,500.00	2,200.00	.....	9.96	.....	.....	.....	57
Machias.....	3	2,068.68	1,200.00	161.90	.....	.88	.....	.....	.....	53
Mechanic's Falls.....	3	3,803.68	1,400.00	250.00	.....	3.76	.....	.....	.....	50
Norway.....	3	2,267.81	1,100.00	.....	.....	.96	.....	.....	.....	48
Oakland.....	1	82,765.85	3,300.00	20,195.50	.....	890.69	13,260.43	37,134.63	56,629.23	39
Portland.....	3	3,437.72	1,300.00	.....	.....	2.64	.....	.....	.....	38
Richmond.....	2	9,230.29	2,000.00	1,104.95	.....	12.80	.....	.....	.....	34

In Government building.

Do.

Do.

Do.

Do.

Do.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887.—Continued.

MAINE—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.
Saccharappa.....	3	\$2,800.86	\$1,000.00	\$400.00		\$2.32		\$1,002.32	\$1,798.54	36	In Government building.
Saco.....	3	4,898.58	1,600.00	213.00		9.52		2,009.52	2,899.06	41	
Skowhegan.....	3	5,398.33	1,700.00	213.00		3.92		1,946.92	3,451.41	35	
South Berwick.....	3	2,084.15	1,000.00					1,000.00	1,084.15	48	
Thomaston.....	3	2,681.16	1,200.00	100.00		2.72		1,302.72	1,378.44	48	
Waldoborough.....	3	2,030.98	1,000.00	150.00		1.20		1,151.20	879.78	57	Do.
Waterville.....	2	8,182.09	2,000.00	700.00	\$93.77	3.07		3,073.81	5,108.28	38	Do.
Wiscasset.....	3	1,754.61	1,000.00			2.08		1,002.08	752.53	55	
Winthrop.....	3	2,219.21	1,200.00			1.04		1,201.04	1,018.17	57	
Total.....		357,809.43	59,600.50	52,375.63	5,831.19	787.75	\$26,507.09	145,095.16	212,714.27	40	

MARYLAND.

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.
Annapolis.....	2	\$7,472.84	\$2,300.00	\$2,000.00	\$500.00	\$17.52		\$4,817.52	\$2,655.32	64	In Government building.
Baltimore.....	1	531,792.38	4,000.00	107,170.08	4,019.72	4,028.53	\$125,820.10	215,645.52	248,125.86	46	
Bel Air.....	3	2,825.92	1,200.00	107.98		1.84		1,301.56	1,524.36	46	
Cambridge.....	3	3,733.48	1,300.00	200.00		1.60		1,601.60	2,131.88	43	
Centerville.....	3	3,004.60	1,300.00	200.00		5.56		1,500.56	1,504.04	50	
Chester town.....	3	2,963.27	1,300.00	200.00		1.92		1,501.92	1,461.35	50	
Cumberland.....	2	12,278.15	2,300.00	1,800.00	713.04	63.68		4,873.72	7,404.43	40	
Easton.....	3	5,065.02	1,700.00	400.00		4.18		2,104.18	2,960.84	42	
Elkton.....	3	3,477.17	1,400.00	200.00		2.16		1,602.16	1,875.01	46	
Ellicott City.....	3	2,594.20	1,200.00	200.00		1.92		1,201.92	1,392.27	46	
Emmitsburg.....	3	2,050.92	1,200.00	200.00		1.52		1,201.52	849.40	57	
Fredrick.....	3	11,033.86	2,200.00	1,180.00	1,000.00	23.86		4,409.54	6,624.00	40	
Frostburg.....	2	2,730.82	1,200.00	200.00		1.04		1,401.04	1,229.86	52	
Havre de Grace.....	3	11,631.70	2,200.00	1,575.00	615.51	27.24		4,217.79	7,333.91	36	
Harwood.....	3	2,831.57	1,300.00	150.00		7.56		1,040.88	1,651.69	54	
Port Deposit.....	3	2,166.05	1,000.00	00.00		.88		1,000.00	1,134.00	45	
Salisbury.....	3	3,614.00	1,400.00	00.00		2.88		1,002.88	1,655.87	48	
Towson.....	3	2,068.75	1,000.00	00.00		2.88		1,002.88	1,055.87	48	
W estminster.....	3	4,324.63	1,500.00	650.00		4.80		2,154.80	2,170.83	51	
Total.....		619,668.68	81,100.00	116,720.80	6,878.27	4,764.70	125,820.19	284,503.09	335,164.59	45	

MASSACHUSETTS.

Abington.....	3	\$2,392.84	\$1,160.00		\$1.84	\$1,101.84	\$1,297.10	46
Adams.....	3	5,083.52	1,700.00		7.64	1,704.64	4,380.88	28
Ainestray.....	3	5,490.25	1,900.00		7.44	1,907.44	5,191.79	38
Amherst.....	3	9,465.00	1,000.00	\$500.00	14.91	5,497.44	6,191.79	35
Andover.....	3	4,972.00	1,700.00	900.00	19.60	5,232.10	5,213.83	30
Attleboro.....	3	4,178.12	1,500.00	511.63	7.44	7,051.23	4,640.83	36
Attleboro Falls.....	3	1,752.53	1,000.00		7.40	1,507.43	2,670.68	30
Athol.....	3	7,008.01	1,000.00	405.94	7.32	1,002.40	1,173.13	45
Attleborough.....	3	5,510.01	1,800.00		10.74	1,694.22	5,004.29	29
Attleborough Falls.....	3	3,653.59	1,400.00		16.72	1,410.72	5,303.43	30
Ayer.....	3	3,452.25	1,300.00		2.10	1,302.10	2,242.87	30
Barnes.....	3	10,120.00	2,000.00		91.86	1,100.96	1,800.12	41
Beverly.....	3	1,571,000.00	5,000.00	600.00	31.86	3,101.86	1,124.31	31
Boston.....	3	4,253.83	1,000.00	304,083.00	13,231.48	619,038.02	1,026,632.96	39
Bradford.....	3	2,253.63	1,000.00		5.80	1,005.28	1,348.57	42
Bridgewater.....	3	2,577.01	1,000.00		42.67	1,402.80	2,088.23	40
Brockton.....	3	2,577.04	1,000.00	2,156.93	3.44	1,503.44	1,186.05	45
Campello.....	3	3,300.90	1,000.00	90.00	8.30	1,384.22	1,974.98	34
Canton.....	3	3,139.59	1,700.00		5.00	1,598.00	2,251.59	31
Chicopee.....	3	3,023.13	1,500.00		8.30	1,505.36	2,308.77	33
Chicopee Falls.....	3	3,850.40	1,500.00	747.93	13.30	1,509.70	5,062.84	33
Clinton.....	3	4,280.25	1,500.00		9.76	1,509.29	2,775.00	33
Concord.....	3	3,850.40	1,500.00		1.50	1,200.88	1,362.80	39
Cottage City.....	3	4,297.21	1,400.00		5.88	1,200.88	1,305.98	48
Danvers.....	3	4,343.05	1,500.00		18.98	1,619.36	2,891.53	33
Deerham.....	3	3,403.19	1,500.00	200.00	6.30	2,006.89	3,396.39	37
East Weymouth.....	3	3,780.93	1,300.00	300.00	3.76	1,303.76	1,942.24	39
Everett.....	3	3,780.93	1,300.00		10.40	1,310.40	2,478.68	34
Fairhaven.....	3	3,780.93	1,300.00		115.47	1,100.00	1,314.31	46
Fall River.....	3	3,780.93	1,300.00	4,800.00	39.08	18,017.00	15,358.43	54
Florence.....	3	3,780.93	1,300.00	2,945.38	4,380.12	11,206.04	12,771.43	47
Foxborough.....	3	3,780.93	1,300.00		3.52	1,605.32	1,462.65	52
Frankingham.....	3	3,780.93	1,300.00		4.96	1,291.36	1,673.79	41
Franklin.....	3	3,780.93	1,300.00		2.96	1,102.96	1,277.03	46
Garber.....	3	3,780.93	1,300.00		9.60	1,505.00	4,210.71	26
Gloucester.....	3	3,780.93	1,300.00	2,880.00	7.74	1,603.04	3,126.90	54
Great Barrington.....	3	3,780.93	1,300.00		6.44	1,705.44	8,077.09	30
Greenfield.....	3	3,780.93	1,300.00	1,604.08	100.20	4,094.28	8,500.43	57
Haverhill.....	3	3,780.93	1,300.00	4,250.00	136.23	5,836.77	13,040.97	52
Hingham.....	3	3,780.93	1,300.00	900.00	3.46	1,403.78	1,939.46	38
Holliston.....	3	3,780.93	1,300.00		2.45	1,192.45	1,213.45	48
Hyde Park.....	3	3,780.93	1,300.00	3,100.00	54.27	5,951.47	10,200.24	40
Hyde Park.....	3	3,780.93	1,300.00		42.48	1,502.48	2,583.51	38
Hyde Park.....	3	3,780.93	1,300.00		42.00	1,842.00	2,807.25	38
Ipswich.....	3	3,780.93	1,300.00		5.04	1,505.04	2,418.00	38

In Government building.

Do.

Do.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887.—Continued.
 MASSACHUSETTS.—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.
Lawrence.....	2	\$29,941.46	\$7,700.00	\$1,000.00	\$1,350.00	\$195.14	\$10,409.51	\$18,654.65	\$11,286.81	63	
Leicester.....	3	4,279.79	1,500.00		.96			1,500.96	2,778.83	35	
Leominster.....	3	4,033.58	1,300.00		1.20			1,301.20	2,732.38	33	
Lowell.....	3	6,931.84	1,800.00	100.00	10.91			1,910.91	5,020.93	28	
Lynn.....	1	78,049.05	3,200.00	6,838.33	3,384.58	354.58	15,729.42	29,500.88	48,548.18	38	
Malden.....	1	50,494.82	3,100.00	5,370.00	2,608.54	288.81	13,342.38	24,109.73	26,385.09	48	
Malden.....	2	12,099.07	2,200.00	1,020.00	707.60	119.35		4,136.85	7,962.22	34	
Mansfield.....	3	752.01	308.61			1.04		309.65	442.36	38	
Marblehead.....	3	6,645.62	1,800.00	408.33	16.32			2,224.65	4,420.97	33	
Marlborough.....	2	10,761.15	1,000.00	1,192.12	317.00	25.18		3,634.30	7,126.85	33	
Melrose.....	3	5,087.25	1,600.00		5.76			1,625.76	3,461.49	28	
Melrose.....	3	9,991.52	1,500.00		18.36			1,519.36	8,472.16	15	
Merrimac.....	3	2,872.62	1,200.00		1.92			1,201.92	1,670.70	41	
Methuen.....	3	2,943.54	1,200.00		3.84			1,203.84	1,739.70	41	
Middleborough.....	3	7,893.16	1,900.00		8.08			1,908.08	5,985.08	24	
Milford.....	3	8,093.33	1,900.00	716.66	18.32			2,634.98	5,458.35	30	
Milford.....	3	7,610.45	1,400.00		3.90			1,403.00	2,206.85	39	
Milbury.....	3	4,083.71	1,500.00		7.76			1,607.76	2,475.95	39	
Milton.....	3	8,241.29	1,300.00		3.12			1,303.12	1,938.17	41	
Milton.....	3	5,333.95	1,700.00		.72			1,700.72	3,633.24	32	
Nantucket.....	3	8,121.62	1,900.00	309.00	16.48			2,316.47	5,805.15	28	
Nantucket.....	3	4,578.48	3,000.00	4,430.50	134.91			8,247.19	29,331.29	44	In Government building.
New Bedford.....	1	16,225.21	2,400.00	2,000.00	1,079.08	88.22	10,082.09	5,763.20	10,562.01	35	
New Bedford.....	2	9,401.12	2,100.00	500.00	872.53			3,010.69	6,390.43	32	
Newburyport.....	3	3,658.61	1,400.00		13.36			1,413.36	2,245.25	38	
Newton Centre.....	3	7,117.09	1,400.00		11.76			1,411.76	5,705.93	20	
Newtonville.....	3	13,955.59	2,400.00	1,500.00	447.45			4,381.40	13,644.19	24	
North Adams.....	2	18,101.48	2,400.00	1,200.00	752.74	57.52		4,710.26	13,431.22	26	
North Adams.....	2	2,095.76	1,600.00	300.00	6.96			1,601.52	5,298.80	28	
North Attleborough.....	3	2,405.76	1,000.00		1.52			1,001.52	1,098.26	43	
North Attleborough.....	3	4,282.84	1,300.00		2.90			1,302.96	2,979.28	30	
North Easton.....	3	5,668.70	305.56		.80			306.36	282.43	45	Presidential from March 12, 1887.
North Easton.....	3	2,222.87	1,000.00		1.13			1,001.13	1,221.75	45	
North Easton.....	3	445.17	323.89		.88			324.77	129.40	75	
North Weymouth.....	3	2,376.09	1,000.00		3.12			1,003.12	1,372.97	42	
North Weymouth.....	3	4,938.37	1,600.00	8.36	2.88			1,611.24	3,327.13	33	
Orange.....	3	4,672.50	1,400.00	300.00	8.96			1,408.96	2,764.24	40	
Palmer.....	3	6,178.50	1,700.00		16.40			2,024.73	4,153.77	32	
Pembury.....	3	21,635.95	2,600.00		1,701.70	83.39	4,200.18	10,817.90	10,218.05	51	
Pittsfield.....	2	3,345.01	2,900.00	600.00	225.00	156.63		2,975.63	6,368.41	32	
Plymouth.....	2	3,345.01	2,900.00	600.00	225.00	156.63		2,975.63	6,368.41	32	

Presidential from April 3, 1887.
 Presidential from March 18, 1887.

Provincetown.....	3	704.63	1,500.00	.....	1.84	.....	1,501.84	2,202.79	41
Quincy.....	3	7,089.62	1,900.00	.....	20.61	.....	2,120.61	4,888.98	30
Randolph.....	3	2,735.62	1,200.00	.....	4.96	.....	1,204.96	1,530.06	44
Reeving.....	3	8,347.15	1,300.00	.....	4.72	.....	1,304.72	2,042.43	87
Rockland.....	3	4,105.91	1,500.00	.....	4.08	.....	1,504.08	2,601.83	37
Salem.....	2	28,175.42	2,700.00	.....	180.24	7,222.54	15,939.28	12,236.16	56
Sandwich.....	3	2,891.20	1,200.00	.....	3.20	.....	1,203.20	1,688.00	41
Shelburne Falls.....	3	3,700.53	1,400.00	.....	2.88	.....	1,402.88	2,297.63	38
Southbridge.....	3	8,178.84	1,800.00	.....	3.92	.....	1,528.85	2,269.55	39
South Framingham.....	3	8,063.82	1,700.00	.....	11.04	.....	1,973.04	6,206.80	24
Spencer.....	3	85,689.12	3,200.00	.....	662.02	11,879.15	27,032.91	58,656.21	32
Springsfield.....	3	3,054.68	1,300.00	.....	2.82	.....	1,302.82	1,752.36	42
Stockbridge.....	3	5,403.87	1,700.00	.....	15.12	.....	1,715.12	3,688.75	31
Stonham.....	3	3,089.29	1,300.00	.....	2.72	.....	1,302.72	1,786.57	42
Taunton.....	3	22,330.42	2,600.00	.....	124.18	6,489.95	13,715.68	8,554.74	67
Turner's Falls.....	3	4,062.94	1,500.00	.....	4.16	.....	1,504.16	2,578.78	37
Uxbridge.....	3	6,372.73	1,800.00	.....	.....	.....	244.91	233.43	40
Wakefield.....	3	685.43	288.80	.....	14.72	.....	2,114.72	4,238.01	33
Walpole.....	3	16,624.53	2,400.00	.....	1.36	.....	200.25	395.18	43
Waltham.....	3	3,406.25	1,600.00	.....	66.82	.....	5,414.66	11,210.87	33
Ware.....	3	4,830.95	1,600.00	.....	5.92	.....	1,605.02	4,207.83	23
Warren.....	3	3,406.25	1,600.00	.....	2.86	.....	1,402.86	2,003.37	41
Watertown.....	3	5,362.01	1,000.00	.....	14.80	.....	1,614.80	3,216.15	33
Webster.....	3	4,263.72	1,500.00	.....	10.96	.....	1,917.71	3,444.90	25
Wellesley.....	3	6,426.96	1,700.00	.....	9.36	.....	1,709.36	2,542.76	40
Westborough.....	3	18,144.51	2,500.00	.....	36.64	.....	4,916.64	13,227.87	27
Westfield.....	3	3,281.59	1,300.00	.....	2.00	.....	1,302.00	1,962.59	40
West Gardner.....	3	5,014.89	1,600.00	.....	16.64	.....	1,616.64	3,398.23	52
West Newton.....	3	2,627.37	1,100.00	.....	3.84	.....	1,103.84	1,623.63	42
Weymouth.....	3	2,447.56	1,100.00	.....	2.08	.....	1,102.08	1,345.56	46
Whitinsville.....	3	3,153.29	1,200.00	.....	3.60	.....	1,403.60	2,646.42	34
Williamstown.....	3	4,050.02	1,400.00	.....	2.56	.....	1,404.56	3,389.68	36
Winchendon.....	3	5,294.26	1,500.00	.....	12.73	.....	1,512.73	3,478.35	30
Winchester.....	3	4,991.07	1,500.00	.....	31.68	.....	2,231.68	5,423.16	29
Woburn.....	3	101,587.09	3,300.00	.....	727.09	15,243.69	84,630.78	66,956.31	84
Worcester.....	1	2,867,683.37	213,271.46	.....	18,387.69	443,418.45	1,116,807.46	1,750,877.91	40
Total.....									

MICHIGAN.

Adrian.....	3	\$14,654.21	\$2,400.00	.....	\$63.40	.....	\$5,897.88	\$9,056.38	38
Albion.....	3	7,080.96	1,800.00	.....	2.89	.....	2,236.20	4,844.76	81
Allegan.....	3	6,623.37	1,700.00	.....	1.41	.....	1,901.44	3,721.93	84
Alpena.....	3	6,915.55	1,700.00	.....	5.04	.....	2,176.29	4,739.26	82
Ann Arbor.....	3	21,879.85	2,500.00	.....	92.82	.....	7,551.43	13,828.52	85
Battle Creek.....	3	22,878.32	2,600.00	.....	7.34	62,846.72	9,578.06	12,904.66	43

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887—Continued.

MICHIGAN—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total ex-penses.	Net revenue.	Per cent. ex-pense to gross receipts.	Remarks.
Bay City.....	2	\$2,057.47	\$2,000.00	\$3,277.17	\$1,090.36	\$72.84	\$5,060.70	\$12,707.69	\$8,550.38	60	
Benton Harbor.....	3	5,372.27	1,600.00	204.17		1.44		1,805.61	3,560.66	33	
Berrien Springs.....	3	3,090.32	1,400.00			1.23		1,400.32	2,690.00	35	
Bossmar.....	3	1,888.46	1,400.00			1.84		1,400.30	2,592.13	27	
Big Rapids.....	2	9,416.48	2,100.00	1,000.00	435.42	4.85		3,540.27	5,876.21	37	
Buchanan.....	3	3,532.25	1,400.00			1.36		1,401.36	2,130.89	30	
Cadillac.....	3	5,820.94	1,700.00	568.33		2.90		2,211.23	3,609.71	32	
Calumet.....	3	3,947.87	1,700.00			1.04		1,701.04	2,246.83	43	
Caro.....	3	2,283.54	1,000.00	100.00		1.60		1,501.60	1,781.94	43	
Cassopolis.....	3	2,283.10	1,000.00			0.96		1,000.96	1,282.13	43	
Charlton.....	2	10,872.81	2,000.00	600.73	483.20	7.09		3,400.08	7,462.73	31	
Chicklegan.....	2	5,373.00	1,000.00			3.28		1,603.28	3,769.71	30	
Chicklegan.....	3	2,225.44	1,000.00			0.48		1,000.48	1,224.96	45	
Coldwater.....	2	10,305.48	2,000.00	1,400.00	885.00	0.84		4,404.84	5,810.64	43	
Constantine.....	2	2,565.62	1,100.00			0.88		1,200.88	1,364.74	48	
Decorah.....	2	326,006.92	1,100.00	44,604.11		24		1,100.24	1,465.38	43	
Detroit.....	1	326,006.92	3,700.00			1,825.05	54,161.00	103,790.76	222,216.17	32	In Government building.
Dowagiac.....	3	4,266.74	1,500.00			1.60		1,501.60	2,765.14	35	
East Saginaw.....	2	34,496.76	2,800.00		1,542.63	97.15	7,341.23	15,281.92	19,215.84	44	
East Saginaw.....	3	3,974.96	1,400.00	100.00		1.20		1,501.20	2,473.76	38	
Easton Rapids.....	3	5,958.51	1,600.00	19.35		1.02		1,421.27	4,537.24	27	
Evart.....	3	2,548.06	1,100.00			1.44		1,101.40	1,446.66	44	
Flint.....	2	3,362.43	1,275.82			1.42		1,277.20	2,085.17	32	
Flint.....	2	14,901.45	2,400.00	1,800.00	951.00	1.62		5,152.92	9,748.53	35	Presidential from August 25, 1886.
Flint.....	2	14,901.45	2,400.00			1.48		1,000.48	3,408.92	39	
Ypsilville.....	3	5,487.75	1,000.00	418.67		4.06		2,121.63	3,366.12	53	
Grand Haven.....	3	751.25	1,000.00			32		1,000.32	750.93	46	
Grand Haven.....	3	80,500.27	3,200.00	12,470.00		368.73	17,030.55	363,989.31	53,504.46	26	
Grand Rapids.....	1	5,419.20	1,700.00	210.83		1.84		1,918.67	4,500.69	30	
Greenville.....	3	5,640.00	1,600.00	308.33		2.06		1,910.41	3,729.68	34	
Hancock.....	3	4,794.83	1,500.00	508.33		1.04		2,009.37	2,775.46	43	
Hastings.....	2	9,254.08	2,000.00	908.18	682.81	7.91		3,662.88	5,591.18	27	
Hillsdale.....	2	4,120.84	1,500.00	102.00		1.36		1,662.88	2,457.96	41	
Holland.....	3	2,974.11	1,200.00			1.36		1,201.36	1,772.75	40	
Holly.....	3	1,974.08	1,000.00	300.00		1.06		1,200.00	774.08	60	
Honey.....	3	4,939.87	1,400.00	502.02		1.06		1,703.58	3,236.29	38	
Honey.....	3	4,312.91	1,500.00	150.00		1.84		1,031.84	2,481.07	38	
Hopedale.....	3	4,370.73	1,600.00	508.33		1.04		2,112.43	2,258.30	45	
Hudson.....	2	9,836.13	1,100.00	893.13	650.00	31.77		3,112.12	6,724.01	31	
Iron Mountain.....	3	4,976.13	1,400.00			1.84		1,401.84	3,574.29	34	

Lehanning.....	1,800.00	315.61	4.40	2,120.01	6,072.71	26
Ihaca.....	1,100.00	.....	1.36	1,101.36	2,004.15	45
Jackson.....	2,700.00	3,550.00	33.81	37,793.70	13,538.92	38
Jacksonville.....	1,400.00	1,373.90	33.81	1,436.71	15,454.30	48
Kalamazoo.....	2,800.00	984.23	62.97	13,428.81	23,864.48	35
Lake Linden.....	1,100.00	.....	.....	1,100.00	17,751.98	38
Lansing.....	2,700.00	1,375.00	64.91	17,801.97	10,074.28	35
Lapeer.....	1,000.00	.....	.....	1,603.56	2,930.02	36
Lapeer.....	1,000.00	.....	.....	1,000.00	2,907.90	50
Lansing.....	1,400.00	199.88	.....	1,604.68	1,866.15	48
Lansing.....	1,700.00	1,400.00	2.02	2,392.08	3,854.47	35
Lansing.....	2,100.00	500.00	6.52	4,414.52	6,990.58	42
Lansing.....	1,100.00	.....	4.48	1,100.48	7,041.90	35
Lansing.....	2,100.00	567.23	2.75	3,857.50	7,337.58	50
Lansing.....	1,100.00	809.00	5.82	3,437.83	1,852.88	35
Lansing.....	1,400.00	431.40	.....	1,400.84	2,109.92	41
Lansing.....	1,000.00	.....	.....	1,000.82	2,068.54	50
Lansing.....	1,700.00	.....	3.26	1,703.86	6,811.31	21
Lansing.....	1,200.00	363.59	6.64	1,200.64	1,801.18	34
Lansing.....	1,700.00	.....	7.44	2,011.03	3,818.88	34
Lansing.....	1,000.00	.....	3.20	1,000.20	2,694.18	35
Lansing.....	2,300.00	100.00	.....	4,033.24	2,204.58	35
Lansing.....	2,500.00	2,100.00	1.68	5,261.83	1,201.58	28
Lansing.....	1,800.00	661.83	.....	1,764.08	2,473.85	35
Lansing.....	1,800.00	428.98	4.24	2,231.20	4,279.75	34
Lansing.....	1,100.00	.....	.....	1,100.24	1,718.23	39
Lansing.....	1,100.00	.....	1.16	1,100.16	1,725.35	39
Lansing.....	1,100.00	.....	6.64	1,100.64	1,385.00	44
Lansing.....	1,300.00	.....	9.64	1,300.96	1,748.13	43
Lansing.....	1,800.00	812.64	5.44	2,118.08	5,241.98	28
Lansing.....	1,400.00	.....	8.00	1,400.80	1,769.51	46
Lansing.....	1,600.00	162.00	3.23	1,162.37	1,003.50	35
Lansing.....	1,600.00	208.84	1.68	1,810.02	4,112.57	50
Lansing.....	2,000.00	750.00	1.98	3,290.96	5,229.68	36
Lansing.....	2,400.00	483.90	.....	3,273.86	5,273.14	36
Lansing.....	2,000.00	2,035.00	2.25	4,437.25	11,024.45	28
Lansing.....	1,300.00	200.00	1.56	1,500.56	1,498.83	50
Lansing.....	1,500.00	100.00	1.12	1,601.12	2,301.16	41
Lansing.....	1,400.00	.....	1.40	1,400.40	2,438.10	42
Lansing.....	1,400.00	.....	1.84	1,401.84	2,214.54	36
Lansing.....	1,300.00	.....	1.56	1,300.56	2,683.12	43
Lansing.....	2,300.00	481.30	68.65	3,730.01	7,705.61	35
Lansing.....	1,200.00	200.00	1.36	1,401.36	1,515.54	48
Lansing.....	1,200.00	399.92	1.56	1,600.48	1,215.54	57
Lansing.....	1,600.00	897.77	2.64	2,000.41	3,348.90	35
Lansing.....	1,600.00	598.42	1.52	1,601.52	3,515.17	31
Lansing.....	1,500.00	68.51	2.64	2,011.08	2,740.44	35
Lansing.....	1,100.00	.....	.....	1,040.01	1,109.80	43
Lansing.....	1,400.00	6.40	.....	1,407.28	1,898.15	41

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887.—Continued.

MICHIGAN—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.
Sturgis	3	\$1,838.28	\$1,400.00	\$162.00		\$5.44		\$1,567.44	\$2,280.84	41	
Tecumseh	3	4,393.14	1,600.00			1.76		1,601.76	2,791.38	36	
Three Rivers	3	6,639.47	1,700.00			2.40		1,702.40	4,937.07	26	
Traverse City	3	6,073.47	1,800.00	500.00		2.08		2,302.08	3,771.39	38	
Union City	3	2,490.21	1,200.00			.24		1,200.24	1,289.97	48	
Vassar	3	2,542.16	1,100.00	200.00		1.86		1,301.86	1,240.80	52	
West Bay City	3	5,660.46	1,500.00	508.42		4.72		2,013.14	3,647.32	35	
Whitehall	3	2,219.66	1,100.00			.48		1,100.48	1,119.18	50	
White Pigeon	3	1,815.12	1,100.00			.16		1,100.16	1,210.31	61	
Williamstown	3	2,310.71	1,100.00			.40		1,100.40	1,210.31	48	
Ypsilanti	2	9,854.04	2,100.00	1,000.00	\$372.82	10.00		3,482.82	6,371.22	35	
Total		1,114,944.87	173,917.81	111,981.00	17,450.80	5,489.42	\$103,255.51	409,094.54	705,850.33	37	

MINNESOTA.

Ada	3	\$2,117.08	\$1,100.00	\$100.00		\$2.16		\$1,100.00	\$1,017.08	52	
Albert Lea	3	6,130.01	1,700.00	100.00		1.04		2,002.16	4,127.85	33	
Alexandria	3	3,072.37	1,300.00	100.00		2.40		1,401.04	1,671.33	46	
Anoka	3	4,824.79	1,600.00	150.00		2.56		1,752.40	3,072.39	36	
Austin	3	5,230.07	1,600.00	308.43		1.84		1,910.99	3,319.08	37	
Blue Earth City	3	2,080.62	1,100.00	150.00		1.32		1,250.32	840.30	60	
Bramerd	3	6,954.90	1,700.00	800.00		1.84		2,501.84	8,453.06	42	
Brookston	3	6,516.32	1,700.00	208.40		6.12		1,913.62	4,602.80	29	
Detroit City	3	2,407.45	1,200.00	75.90				1,275.90	1,131.55	53	
Duluth	3	92,710.28	2,700.00	4,079.35	\$1,497.80	72.55	\$1,796.01	13,145.71	19,564.57	40	
Faribault	2	9,847.49	2,100.00	1,200.00	650.00	12.31		3,992.31	5,855.18	40	
Fergus Falls	2	7,145.97	1,900.00	416.30		4.00		2,320.30	4,825.67	32	
Glenoco	3	2,887.62	1,200.00	179.00		.96		1,379.96	1,507.66	41	
Granite Falls	3	2,007.29	1,100.00	84.61		.24		1,198.85	898.44	59	
Hastings	3	4,717.49	1,700.00	270.82		8.44		1,974.28	2,743.23	42	
Lake City	3	4,892.89	1,600.00	163.60		2.24		1,764.74	3,127.65	36	
Le Sueur	3	2,965.19	1,100.00	180.00		.40		1,250.80	1,015.89	55	
Litchfield	3	3,677.08	1,400.00	108.00		1.52		1,609.52	2,067.51	41	
Laverne	3	2,849.97	1,400.00			1.20		1,401.20	1,448.77	49	
Maple	3	18,183.43	2,300.00	1,160.00	991.00	6.28		4,453.28	8,697.14	33	
Marshall	3	2,114.25	1,100.00	1,154.16				1,254.16	8,861.09	59	

1	263,746.32	3,600.00	31,354.41	5,000.00	1,911.66	43,684.90	85,460.99	178,285.23	33
3	2,568.35	1,200.00	400.00	.....	1.44	.....	1,200.24	1,368.11	47
3	4,105.49	1,500.00	135.00	.....	8.43	.....	1,901.44	2,204.05	46
3	2,684.08	1,200.00	100.00	.....	3.04	.....	1,335.48	1,248.60	51
3	3,639.71	1,400.00	100.00	.....	8.04	.....	1,503.04	2,136.67	42
3	5,564.61	1,700.00	318.85	.....	2.72	.....	1,919.65	3,645.04	36
3	5,616.53	1,700.00	216.85	.....	2.80	.....	1,919.65	3,694.88	34
3	2,717.95	1,300.00	150.00	.....	10.64	.....	1,450.32	1,267.63	54
3	10,294.66	2,200.00	1,100.00	1,105.00	.....	.....	4,505.64	5,789.02	44
3	2,102.54	1,000.00	150.00	.....	1.20	.....	1,151.20	951.34	53
3	10,453.08	2,250.00	900.00	970.75	.....	.....	4,077.43	6,375.65	39
3	2,168.40	1,000.00	90.00	.....	6.54	.....	1,080.64	1,077.85	60
3	9,294.38	1,800.00	408.42	.....	6.24	.....	2,214.66	7,079.72	24
3	247,542.13	5,000.00	30,061.41	.....	1,063.37	42,795.32	77,520.70	170,021.43	31
3	4,342.14	1,500.00	300.00	.....	3.04	.....	1,802.04	2,539.89	41
3	1,779.85	750.00	150.00	.....	.....	.....	900.72	879.17	51
3	2,161.61	1,000.00	204.10	.....	2.00	.....	1,206.16	985.45	56
3	313.08	1,100.00	107.86	.....	.....	.....	1,208.42	1,104.66	52
3	2,742.80	1,200.00	200.00	.....	.....	.....	1,280.96	1,451.84	47
3	14,650.63	2,400.00	2,200.00	1,250.00	28.96	.....	6,878.96	8,771.67	40
3	2,276.78	1,100.00	208.42	.....	1.78	.....	1,310.18	966.60	57
3	3,265.25	1,400.00	200.00	.....	1.52	.....	1,601.52	1,663.73	49
3	2,209.42	1,100.00	100.00	.....	.....	.....	1,200.80	1,008.62	55
3	3,325.34	1,400.00	200.00	.....	1.44	.....	1,601.44	1,723.90	48
3	3,290.04	1,600.00	108.81	.....	.....	.....	1,500.37	1,789.67	46
3	20,973.69	2,800.00	2,721.96	2,067.39	82.70	3,397.03	10,819.08	10,154.61	52
3	2,605.30	1,100.00	75.00	.....	.....	.....	1,173.96	1,519.34	43
.....	705,039.08	75,950.00	87,211.62	13,621.94	3,108.05	94,683.26	269,574.87	495,464.21	35

In Government building.
Fourth quarter 1866 and first quarter
1867 delinquent.

In Government building.

Do.

MISSISSIPPI.

3	4,096.96	1,500.00	251.00	.....	2.56	.....	1,753.56	2,343.42	43
3	2,246.08	1,000.00	300.00	.....	3.16	.....	1,303.16	943.50	58
3	3,097.29	1,400.00	216.63	.....	1.20	.....	1,617.83	1,479.46	52
3	6,396.72	1,800.00	600.00	.....	6.96	.....	2,408.96	3,989.76	38
3	2,601.96	1,200.00	300.00	.....	1.44	.....	1,501.44	1,100.22	58
3	4,851.31	1,600.00	208.32	.....	3.68	.....	1,812.00	8,139.81	36
3	2,895.57	1,200.00	250.00	.....	2.28	.....	1,452.28	1,641.39	40
3	2,098.62	1,000.00	.....	.....	.....	.....	1,000.56	1,098.26	48
3	3,357.69	1,400.00	300.00	.....	3.27	.....	1,703.27	1,651.42	51
3	10,136.25	2,200.00	1,650.00	.....	12.65	.....	3,862.65	6,273.60	39
3	1,980.27	1,000.00	480.00	.....	.....	.....	1,450.08	630.14	75
3	2,107.51	1,000.00	.....	.....	.....	.....	1,004.15	1,103.36	48
3	11,804.18	2,200.00	1,500.00	253.00	172.38	.....	4,127.38	7,676.80	35
3	10,450.32	2,000.00	1,000.00	572.10	86.17	.....	3,658.27	6,792.05	35
3	2,077.04	1,000.00	96.69	.....	.....	.....	1,190.69	6,877.35	57
3	3,222.59	1,400.00	170.98	.....	.....	.....	1,571.66	1,650.91	50

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887—Continued.
MISSISSIPPI—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expenses to gross receipts.	Remarks.
Port Gibson	3	\$2,366.88	\$1,200.00	\$158.42	\$2.00	\$1,360.42	\$1,006.46	55	Presidential from January 20, 1887.
Starkville	3	2,353.57	1,100.00	100.00	.....	2.80	.....	1,202.80	1,150.77	52
Jacksonburg	2	17,580.96	2,500.00	3,000.00	\$1,238.35	83.20	.....	6,821.55	10,759.41	39
Vacor Valley	3	4,228.67	1,100.00	.....	.....	.64	.....	1,106.64	1,129.03	50
Wesson	3	843.76	431.94	.....	.....	.....	.....	481.82	1,361.94	52
West Point	3	3,515.60	1,400.00	251.19	.....	3.64	.....	1,654.83	1,860.77	46
Winona	3	2,182.79	1,100.00	180.50	.....	1.25	.....	1,281.75	801.04	59
Yazoo	3	3,880.79	1,500.00	286.30	.....	3.04	.....	1,786.34	2,094.45	47
Total	.....	108,611.83	33,391.94	11,222.93	2,065.45	397.91	.....	47,078.23	61,533.60	43

MISSOURI.

Albany	3	\$1,835.77	\$1,000.00	\$250.00	.....	\$1.04	.....	\$1,251.04	\$684.73	64
Appleton City	3	2,271.25	1,100.00	190.00	.....	1.20	.....	1,201.20	1,070.05	53
Bathany	3	2,201.30	1,100.00	200.00	.....	1.28	.....	1,301.28	800.11	59
Belvoir	3	2,201.80	1,100.00	250.00	.....	.56	.....	1,350.56	854.24	61
Boonville	3	5,138.23	1,700.00	450.00	.....	1.28	.....	2,151.28	2,986.95	43
Bowling Green	3	2,568.32	1,100.00	154.16	.....	1.04	.....	1,255.20	1,313.12	50
Brookfield	3	4,149.16	1,500.00	.....	.....	1.60	.....	1,501.60	2,647.56	37
Brownsville	3	2,202.63	1,000.00	100.00	.....	.64	.....	1,000.64	1,202.01	45
Brunswick	3	2,379.66	1,100.00	204.21	.....	2.16	.....	1,806.37	1,178.66	50
Butler	3	4,752.85	1,600.00	150.00	.....	2.64	.....	1,806.64	2,946.21	38
California	3	2,280.96	1,100.00	155.05	.....	2.56	.....	1,250.64	1,046.31	46
Cameron	3	4,097.77	1,500.00	155.05	.....	1.12	.....	1,657.61	2,440.16	41
Canon	3	2,871.21	1,200.00	90.00	.....	1.76	.....	1,291.12	1,579.09	46
Cape Girardeau	3	6,641.63	1,600.00	200.00	.....	1.76	.....	1,401.76	2,239.87	38
Carrollton	3	2,202.22	1,100.00	.....	.....	3.68	.....	1,803.68	2,808.54	38
Charleston	2	10,580.23	2,100.00	1,800.00	\$310.00	12.19	.....	4,222.19	6,358.04	40
Chillicothe	3	6,689.22	1,900.00	504.17	.....	5.38	.....	2,806.53	4,882.69	34
Clinton	3	6,188.06	1,800.00	608.48	.....	7.76	.....	2,415.19	3,772.87	39
Columbia	3	8,023.19	1,900.00	400.00	.....	2.08	.....	2,802.08	5,221.11	35
Cuba	3	3,070.02	1,300.00	82.38	.....	2.64	.....	1,351.07	1,718.95	43
De Soto	3	2,583.24	1,100.00	100.00	.....	1.56	.....	1,200.56	1,382.68	51
De Witt	3	2,871.24	1,100.00	70.10	.....	1.56	.....	1,271.26	1,600.00	48
De Witt	3	4,866.48	1,600.00	101.10	.....	1.80	.....	1,766.58	2,809.90	36

Gallatin.....	1,100.00	177.78	1.92	1,277.78	1,407.28	48
Glasgow.....	1,200.00	150.00	6.64	1,501.92	1,533.87	44
Hamilton.....	2,400.00	2,000.00	61.88	1,850.64	1,282.46	51
Hannibal.....	2,400.00	2,000.00	62.13	10,141.70	1,262.45	71
Harrisonville.....	1,400.00	154.16	3.20	4,578.75	1,928.89	42
Higginsville.....	1,600.00	200.00	1.28	1,483.72	1,208.63	52
Hildranville.....	1,600.00	300.00	1.88	1,801.28	2,833.64	44
Hunterville.....	1,800.00	300.00	8.92	1,000.88	945.22	53
Independence.....	2,100.00	1,392.50	15.77	2,103.92	4,787.08	30
Jackson City.....	2,100.00	820.21	8.84	2,843.27	8,284.51	31
Kansas City.....	8,600.00	42,223.81	2,398.75	89,743.81	113,884	20
Kearney.....	1,700.00	270.00	3.80	1,983.12	2,959.92	41
Kirkville.....	1,900.00	400.00	8.12	2,003.12	2,648.13	43
Lebanon.....	1,900.00	600.00	1.60	1,801.60	1,120.66	62
Lexington.....	1,900.00	600.00	8.28	1,703.28	8,462.22	83
Libertin.....	2,000.00	180.00	2.00	1,882.00	8,620.19	47
Louisiana.....	2,100.00	812.50	8.62	2,016.02	4,719.70	30
Macon City.....	1,700.00	600.00	8.88	2,200.88	8,288.08	41
Marshall.....	1,700.00	900.00	8.28	2,003.28	8,589.75	34
Maryville.....	1,900.00	808.23	6.44	2,118.77	8,881.87	35
Merriam.....	1,900.00	150.00	1.28	2,153.28	4,458.93	82
Mexico.....	1,600.00	850.00	8.72	2,187.72	5,379.49	50
Moberly.....	2,000.00	750.00	12.54	2,090.54	1,252.94	43
Monroe City.....	1,600.00	139.99	1.60	1,841.59	1,228.75	48
Montgomery City.....	1,900.00	200.00	1.98	1,801.38	1,481.03	50
Neosho.....	1,900.00	316.66	3.80	2,119.46	4,949.50	80
Nevada.....	1,600.00	108.48	6.28	1,814.66	4,010.45	30
North Springfield.....	1,700.00	108.48	1.61	1,901.04	1,868.47	46
Palmyra.....	1,700.00	100.00	1.70	1,801.60	1,228.04	52
Paris.....	1,900.00	500.00	1.84	2,077.82	2,004.48	43
Paris City.....	1,900.00	78.00	1.82	2,271.82	1,315.18	53
Pittsburg.....	2,000.00	150.00	1.76	1,681.76	1,698.34	45
Pleasant Hill.....	1,600.00	200.00	1.84	1,701.84	2,887.84	52
Rich Hill.....	1,600.00	69.60	1.72	1,622.40	1,463.93	41
Richmond.....	1,900.00	350.00	4.40	1,622.40	1,178.73	43
Rolla.....	1,600.00	75.00	4.40	1,622.40	3,418.13	61
Saint Charles.....	2,000.00	12,250.00	279.92	98,008.45	40,700.04	23
Saint Joseph.....	6,000.00	178,072.00	7,688.85	367,639.29	483,570.99	26
Saint Louis.....	2,500.00	2,870.00	38.98	11,294.60	6,574.17	68
Shelbina.....	1,100.00	1,107.80	5.50	1,208.60	1,140.23	50
Slater.....	1,100.00	3,200.00	87.49	1,000.00	1,369.64	51
Springfield.....	2,400.00	3,208.42	868.88	6,076.80	11,149.90	35
Stanhury.....	1,800.00	908.88	3.29	1,801.58	1,428.07	42
Tennant.....	1,600.00	908.88	3.29	1,601.58	2,634.29	40
Troy.....	1,600.00	324.00	2.88	2,002.88	1,435.16	42
Warrensburg.....	1,700.00	324.00	2.88	2,002.88	8,533.79	87

In Government building.

In Government building: includes \$4,196.83 expenses of mail-bag repair depot.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887—Continued.

MISSOURI—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.
Washington	3	\$2,373.02	\$1,100.00	\$20.00		\$1.68		\$1,351.68	\$1,021.34	58	
West Plains	3	2,685.84	1,500.00	333.33		4.23		1,537.56	1,047.98	58	
Windsor	3	2,030.25	1,100.00	102.56		.40		1,202.90	847.26	47	
Total		1,576,923.41	115,700.00	254,911.01	\$5,438.87	10,590.97	\$230,506.83	626,247.48	330,675.93	39	

MONTANA.

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.
Anaconda	3	\$1,578.48	\$1,050.00	\$508.42		\$0.88		\$1,050.88	\$2,527.60	31	Delinquent second quarter, 1887.
Billings	3	4,491.45	1,400.00	550.00		1.60		1,910.02	2,251.43	45	
Boraman	3	4,693.22	2,600.00	400.00		3.24		2,452.24	3,120.98	45	
Butte City	2	21,025.08	2,000.00	4,100.00	\$681.80	4.50		7,398.50	14,238.78	34	
Deer Lodge City	3	3,115.99	1,400.00	125.27				1,425.27	1,690.42	45	
Dillon	3	3,636.32	1,400.00	312.50		.16		1,712.60	1,923.66	47	
Fort Benton	3	2,632.00	2,500.00	100.00				1,202.00	1,422.60	50	
Helena	2	25,409.15	2,500.00	4,070.84	1,535.00	13.28		8,218.28	16,750.87	34	
Livingston	3	2,524.27	1,300.00	716.85		2.40		2,018.63	1,271.87	61	
Missoula	3	4,663.37	1,700.00	500.00		1.80		2,291.44	2,745.13	44	
Miles City	3	4,409.89	1,500.00	568.32		16.08		2,024.40	2,445.29	44	
White Sulphur Springs	3	1,841.74	1,000.00			21.00		1,000.24	941.50	53	
Total		84,451.51	18,650.00	12,291.36	2,218.80	44.32		83,202.48	51,240.03	39	

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	\$2,508.33	\$1,100.00	\$100.00		\$0.18		\$1,100.18	\$1,408.17	44	
Albion	3	2,834.03	1,300.00			.32		1,400.32	1,434.61	50	
Alma	3	2,293.49	1,000.00	204.21				1,204.21	1,093.12	52	
Ashland	3	3,352.53	1,300.00	508.84		1.20		1,699.54	1,652.79	46	
Atkinson	3	2,810.51	1,000.00	66.36		.24		1,068.82	1,740.69	39	
Aurora	3	4,024.02	1,500.00	308.33		.56		1,808.88	2,217.12	45	
Beatrice	2	19,539.99	2,300.00	1,500.00	\$368.03	8.29		4,863.82	9,546.17	32	
Beatrice	3	4,243.82	1,500.00	208.42		1.68		1,710.10	2,538.72	40	
Central City	3	4,246.57	1,500.00	150.00		1.36		1,601.96	2,646.21	40	

Delinquent fourth quarter 1886 and first and second quarters 1887.

Chadron	1,475.21	250.00	75.00	325.00	1,150.21	20
Columbus	5,641.42	1,700.00	256.11	1,961.95	3,670.47	36
Craigton	2,164.49	1,000.00	150.00	1,150.00	1,014.49	53
Crete	5,281.92	1,700.00	288.96	1,990.88	3,291.04	37
David City	3,070.35	1,300.00	232.50	1,583.06	1,537.29	43
Edgar	2,377.64	1,100.00	57.12	1,157.12	1,220.72	50
Fairbury	4,409.31	1,400.00	78.00	1,477.60	2,991.71	33
Fairfield	2,631.20	1,100.00	112.23	1,100.08	1,531.12	42
Fairmont	2,996.03	1,300.00	156.11	1,412.87	1,583.15	47
Falls City	4,176.03	1,500.00	156.11	1,656.11	2,519.91	40
Fremont	13,056.68	2,300.00	850.00	3,638.74	9,417.94	27
Friend	2,993.00	1,300.00	496.00	1,300.48	1,694.52	43
Fullerton	2,167.67	1,000.00	150.00	1,000.00	1,167.67	47
Geneva	2,217.41	1,000.00	150.00	1,150.56	1,066.85	52
Grand Island	11,084.30	2,100.00	1,150.00	3,298.83	7,787.56	30
Harvard	3,694.24	1,200.00	41.65	1,200.00	1,494.24	44
Hastings	15,902.34	2,300.00	463.95	4,483.40	11,418.94	28
Hebron	3,225.18	1,300.00	305.85	1,406.81	1,818.37	50
Heldrege	2,508.14	1,500.00	408.24	1,908.80	2,998.74	39
Humboldt	2,845.21	1,300.00	216.66	1,300.00	1,538.10	48
Indianola	3,245.24	2,000.00	299.00	1,217.14	1,624.10	33
Kearney	9,149.94	3,000.00	6,048.04	16,140.82	44,008.63	26
Lincoln	60,149.45	8,000.00	6,048.04	1,502.72	4,056.09	27
McCook	5,558.81	1,500.00	2.72	1,488.99	4,079.11	50
Madison	1,768.10	888.58	40	1,400.64	2,128.90	40
Minden	3,627.64	1,300.00	100.00	3,369.24	5,472.65	39
Nebraska City	8,841.69	2,000.00	157.60	1,803.04	1,934.05	41
Neligh	3,237.09	1,200.00	100.00	1,753.52	2,753.92	40
Norfolk	4,507.44	1,600.00	150.00	1,459.00	3,057.53	65
North Bend	2,307.53	1,200.00	250.00	1,459.00	837.14	35
North Platte	5,187.11	1,600.00	280.33	42,210.82	19,040.16	26
Omaha	161,250.98	3,400.00	19,892.40	42,210.82	119,040.16	26
O'Neill	2,779.78	1,000.88	145.38	1,150.40	1,533.37	43
Orleans	2,553.85	1,000.00	150.00	1,150.40	1,403.85	45
Pawnee City	3,918.43	1,400.00	230.57	1,401.12	2,517.31	36
Plattsmouth	6,255.25	1,700.00	11.04	1,941.61	4,313.64	31
Plum Creek	3,510.62	1,400.00	350.00	1,750.48	1,760.04	50
Red Cloud	4,471.89	1,500.00	512.28	2,020.47	2,451.42	43
Saint Paul	4,160.69	1,500.00	300.00	1,800.00	2,360.69	43
Schuyler	4,267.65	1,500.00	230.00	1,750.64	2,507.01	41
Goward	4,412.96	1,600.00	156.11	1,757.87	2,655.11	41
Sidney	3,688.61	1,400.00	112.24	1,512.86	2,075.73	42
Sterling	2,221.02	1,000.00	20.00	1,000.16	1,220.86	45
Stromsburg	2,629.96	1,100.00	20.00	1,120.00	1,498.86	44
Superior	2,638.72	1,200.00	1.12	1,101.13	1,737.60	39
Sutton	2,655.60	1,200.00	1.12	1,201.12	1,454.48	44
Syracuse	8,597.19	1,500.00	208.33	1,100.00	1,147.92	50
Tecumseh	2,247.92	1,000.00	72	1,709.05	1,898.14	47
Tokamah	2,039.17	1,100.00	48	1,100.48	938.69	55
Valentine	2,045.70	1,100.00	88	1,192.54	903.16	57
Wahoo	4,942.41	1,600.00	450.00	2,051.36	2,891.05	43

In Government building.
Presidential from August 11, 1886.

In Government building.
Presidential from September 1, 1886.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887.—Continued.

NEBRASKA—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.
Weeping Water.....	3	\$2,587.39	\$1,100.00	.....	.....	.....	.....	\$1,100.00	\$1,487.39	42	
West Point.....	3	2,703.11	1,200.00	\$349.52	.....	\$1.12	.....	1,550.64	1,242.47	57	
Wilber.....	3	2,305.03	1,200.00	.....	.....	.24	.....	1,104.79	1,104.79	52	
Wymore.....	3	3,090.33	1,300.00	154.12	.....	2.61	.....	1,457.32	1,633.01	48	
York.....	3	7,072.35	1,800.00	404.00	.....	2.64	.....	2,202.64	4,869.71	31	
Total.....	.....	486,720.88	92,319.57	42,061.50	\$2,036.63	706.42	\$25,427.54	162,551.75	324,169.18	33	

NEVADA.

Austin.....	3	\$2,174.48	\$1,100.00	\$323.54	.....	\$0.48	.....	\$1,431.02	\$740.46	64	
Crowley.....	3	5,057.00	1,700.00	825.34	.....	2.44	.....	2,528.76	3,528.26	41	
Elko.....	3	2,901.35	1,000.00	243.00	.....	.....	.....	1,243.00	1,658.35	45	
Exeter.....	3	4,408.62	1,500.00	1,031.48	.....	.....	.....	2,533.10	1,875.52	73	
Irwin.....	3	6,898.30	1,800.00	1,768.04	.....	1.50	.....	2,569.14	4,329.16	36	
Virginia City.....	3	7,308.01	1,800.00	1,038.79	.....	6.02	.....	2,863.71	4,534.30	39	
Winnemucca.....	3	2,319.15	1,100.00	298.33	.....	.98	.....	1,308.23	1,000.86	57	
Total.....	.....	30,452.95	10,000.00	4,422.40	.....	12.64	.....	14,303.01	15,947.91	47	

NEW HAMPSHIRE.

Claremont.....	3	\$4,572.74	\$1,800.00	\$208.32	.....	\$3.20	.....	\$2,011.52	\$4,561.52	30	
Concord.....	2	27,425.35	2,700.00	3,600.00	\$1,681.40	105.80	\$1,111.04	12,198.93	15,226.42	45	
Dover.....	2	12,370.20	2,300.00	2,090.00	\$886.60	27.16	.....	5,213.76	7,156.44	42	
Exeter.....	3	6,841.54	1,700.00	270.00	.....	10.16	.....	1,940.16	4,861.68	29	
Farmington.....	3	2,640.77	1,000.00	100.00	.....	1.81	.....	1,401.84	1,438.43	50	
Franklin.....	3	2,152.15	1,300.00	.....	.....	1.52	.....	1,301.52	690.03	59	
Franklin Falls.....	3	3,456.27	1,400.00	.....	.....	2.10	.....	1,402.16	2,056.11	40	
Great Falls.....	3	3,705.92	1,600.00	158.12	.....	8.40	.....	1,764.52	2,041.40	38	
Hampover.....	3	8,087.96	1,400.00	.....	.....	4.50	.....	1,501.66	2,408.42	37	
Hippendale.....	3	862.32	449.17	.....	.....	.90	.....	450.13	402.19	61	
Kennebec.....	2	14,032.71	2,800.00	1,000.00	\$600.00	100.54	.....	4,000.54	10,032.17	29	
Lacobs.....	3	6,891.69	1,700.00	.....	.....	4.68	.....	1,704.56	4,607.03	27	
Lake Village.....	3	3,170.20	1,200.00	.....	.....	1.30	.....	1,201.20	1,978.00	38	

Presidential from February 3, 1887.

In Government building.

In Government building.

Presidential from January 25, 1887.

Yankee stater	3	4, 124.20	1,500.00	400.00	2.24	1,502.24	2, 621.96	37
Lebanon	3	4, 684.84	1,700.00	400.00	3.36	2,003.36	2, 684.48	43
Middleton	3	4, 251.38	1,600.00	249.31	1.52	1,850.83	2, 413.55	44
Maple-leaster	3	35, 373.76	2,800.00	4, 000.00	174.86	17, 373.04	18, 014.74	49
Milford	3	3, 714.94	1,300.00	2, 600.00	2.96	1,862.96	2, 272.02	39
New York	3	20, 109.00	2,800.00	2, 600.00	64.99	6,350.27	13, 778.70	31
New Market	3	2, 223.38	1,100.00	400.00	1.52	1,101.52	1, 121.56	50
Newport	3	2, 501.62	1,200.00	400.00	1.76	1,601.76	1,899.86	64
Northbrook	3	2, 384.61	1,100.00	400.00	1.04	1,101.04	1,280.57	46
Peterborough	3	2, 387.59	1,400.00	37.50	1.60	1,401.60	1,998.39	41
Pittsfield	3	2, 489.79	1,400.00	37.50	1.60	1,139.10	1,350.09	44
Plainville	3	3, 865.07	1,400.00	2, 900.00	2.72	1,402.72	1,982.35	42
Plainville	3	14, 590.44	2,400.00	2, 900.00	69.55	5,399.55	9,506.89	36
Plainville	3	5, 423.19	1,700.00	408.32	6.32	2,110.64	3,308.52	39
Plainville	3	3, 373.71	1,200.00	150.00	1.84	1,321.84	2, 051.87	38
Plainville	3	1, 791.08	1,000.00	150.00	.16	1,000.16	793.92	56
West Lebanon	3	209, 222.63	40, 349.17	18, 419.57	630.19	84, 270.03	124, 932.60	40
Total								

NEW JERSEY.

Albany Park	2	\$11, 987.98	\$2, 300.00	\$1, 050.00	\$14.53	\$3,880.53	\$8, 107.45	33
Atlantic City	2	18, 461.15	2,400.00	2, 100.00	40.85	4,939.51	13, 521.64	26
Baldwin	3	2, 910.74	1,300.00	398.60	1.76	1,301.76	1,608.98	45
Beverly	3	3, 570.19	1,400.00	399.63	5.70	1,805.39	1,704.80	50
Bloomfield	3	2, 160.05	1,000.00	399.63	2.88	1,002.88	1, 157.18	45
Bloomfield	3	4, 203.63	1,500.00	400.00	6.64	1,506.64	2, 694.99	35
Bloomfield	3	2, 732.21	1,200.00	400.00	1.52	1,201.51	1, 521.72	44
Brentwood	3	5, 466.70	1,700.00	400.00	4.61	2,104.64	3,362.06	38
Breck Church	2	10, 976.29	2,100.00	799.73	18.86	2,118.80	8,857.43	19
Bridgeton	3	9, 690.94	2,800.00	360.00	15.89	3,420.62	6,570.30	34
Burlington	3	7, 186.93	1,800.00	360.00	8.56	2,168.56	5,018.37	31
Camden	3	34, 067.38	2,800.00	3,473.33	135.50	20,040.83	14,326.45	58
Cape May	3	4, 979.43	1,600.00	180.00	1.28	1,781.28	2,804.15	58
Dover	3	5, 094.48	1,900.00	200.00	6.76	1,805.76	3,288.62	35
East Orange	3	16, 888.76	1,800.00	200.00	11.92	1,811.92	17,070.64	58
Elizabeth	2	26, 514.39	2,600.00	3,700.00	100.08	15,429.04	11,085.82	0
Flemington	3	4, 634.48	1,600.00	200.00	4.64	1,604.64	3,031.84	35
Freshfield	3	3, 791.82	1,400.00	405.00	2.72	1,602.72	2,189.10	42
Hackensack	3	5, 197.81	1,500.00	200.00	4.56	2,160.56	3,325.57	30
Hackensack	3	3, 588.60	1,600.00	550.00	2.96	1,504.16	3,083.65	29
Haddonfield	3	2, 841.45	1,000.00	200.00	1.60	1,752.06	1,895.64	50
Hammonton	3	2, 316.17	1,100.00	200.00	2.32	1,002.82	1,839.13	46
Hightstown	3	3, 330.38	1,300.00	200.00	1.60	1,101.60	1,214.57	48
Hoboken	2	18, 414.33	2,500.00	1,899.85	1.12	11,301.12	2,039.26	39
Jersey City	1	82, 600.50	3,200.00	452.61	76.72	11,526.08	6,887.85	63
Key Port	3	2, 637.43	1,100.00	1,463.00	452.61	36,837.84	31,740.61	62
Lakewood	3	2, 000.20	600.00	600.00	2.43	1,102.43	1,530.95	42
Lakewood	3	2, 000.20	600.00	600.00	5.52	1, 612.10	1,464.01	29

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887.—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.
Lambertville.....	1	\$1,841.87	\$1,600.00	\$200.00	.....	\$4.40	.....	\$1,804.40	\$3,037.47	87	
Long Branch.....	1	6,243.23	1,600.00	200.00	.....	3.12	.....	1,803.12	4,437.31	29	
Long Branch City.....	3	3,331.00	1,200.00	.....	.....	1.95	.....	1,201.95	1,929.81	45	
Madison.....	1	3,641.42	1,400.00	.....	.....	1.53	.....	1,401.53	2,238.66	33	
Millington.....	1	3,023.16	1,400.00	308.34	.....	6.64	.....	1,914.41	1,778.09	45	
Milville.....	1	4,654.15	1,600.00	.....	.....	10.80	.....	1,810.80	3,039.84	38	
Mont Clair.....	1	4,470.23	1,600.00	.....	.....	10.80	.....	1,800.48	3,059.43	24	
Montestown.....	1	13,376.36	2,400.00	2,000.00	\$700.00	33.48	.....	5,133.00	10,782.64	43	
Morristown.....	2	6,231.81	1,700.00	.....	.....	7.93	.....	1,707.93	4,545.79	27	
Mount Holly.....	1	162,251.81	3,400.00	20,132.50	.....	765.84	\$10,432.49	64,730.82	94,508.09	40	In Government building.
Newark.....	2	2,791.93	1,200.00	1,800.00	1,050.00	4.14	.....	4,201.14	1,588.40	31	
New Brunswick.....	2	5,878.58	1,200.00	412.43	.....	3.15	.....	1,215.75	3,772.45	37	
Newton.....	1	1,031.83	1,200.00	500.00	.....	4.04	.....	1,204.04	10,821.82	98	
Ocean Grove.....	2	5,878.58	1,200.00	1,200.00	685.00	3.50	.....	1,503.50	9,441.08	48	
Orange.....	2	2,148.12	1,200.00	.....	.....	8.64	.....	1,208.64	9,342.68	29	
Orange Valley.....	2	37,828.40	1,200.00	3,540.00	1,015.50	138.10	12,401.17	26,454.83	15,495.06	57	
Parsippany.....	2	6,458.05	1,200.00	300.00	.....	12.73	.....	1,912.73	4,543.70	29	
Paterson.....	2	4,458.05	1,200.00	400.00	.....	13.73	.....	1,912.73	3,567.36	43	
Perth Amboy.....	2	8,400.95	1,200.00	1,700.00	1,220.00	55.58	.....	2,575.58	15,025.37	27	
Phillipsburgh.....	2	9,252.30	1,200.00	1,910.84	.....	13.03	.....	2,130.76	6,221.63	53	
Plainfield.....	2	6,732.20	1,200.00	1,800.00	.....	17.12	.....	2,718.72	4,063.58	39	
Princeton.....	2	6,848.80	1,200.00	200.00	.....	3.14	.....	1,045.12	4,843.68	29	
Red Bank.....	2	1,077.17	1,200.00	.....	.....	4.84	.....	1,204.84	3,400.70	21	
Rutherford.....	2	5,097.54	1,200.00	304.10	.....	4.60	.....	1,204.60	3,432.90	32	
Salem.....	2	6,495.23	1,200.00	.....	.....	1.11	.....	1,201.11	1,967.79	41	
Somerville.....	2	8,063.60	1,200.00	.....	.....	6.32	.....	1,408.32	3,093.58	37	
South Amboy.....	2	8,793.13	1,200.00	.....	.....	8.04	.....	1,604.84	2,000.98	41	
South Orange.....	2	6,403.51	1,200.00	109.77	.....	1.95	.....	1,101.44	1,888.34	42	
Springfield.....	2	6,005.24	1,200.00	.....	.....	109.04	11,754.47	24,103.85	38,801.49	38	Do.
Stonemass River.....	1	6,005.24	1,200.00	0,139.44	.....	6.32	.....	1,105.30	9,324.05	28	
Trenton.....	2	19,732.27	1,200.00	200.00	.....	4.14	.....	1,204.14	9,000.54	24	
Union.....	2	8,156.59	1,200.00	736.00	270.10	3.02	.....	1,603.92	1,532.17	50	
Washington.....	2	5,091.13	1,200.00	.....	.....	2.50	.....	1,102.50	1,923.59	37	
Westfield.....	2	5,788.65	1,200.00	710.71	.....	3.30	.....	1,514.07	3,274.58	43	
Woodbury.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....		890,111.91	114,008.67	73,459.97	10,820.67	2,332.77	127,476.65	327,796.73	472,315.18	41	

NEW MEXICO.

Albuquerque.....	2	\$9,453.10	\$2,100.00	\$1,229.24	\$637.75	\$5.43	\$3,873.39	\$5,481.80	42
Deming.....	3	862.44	1,400.00	200.00	.....	.....	1,600.00	1,262.44	45
Las Vegas.....	3	5,170.11	1,000.00	1,350.00	317.45	9.00	3,776.45	1,402.66	43
Raton.....	3	3,018.30	1,300.00	.....	.....	1.20	3,301.20	1,717.10	43
Santa Fe.....	3	8,708.83	1,800.00	1,679.99	.....	6.56	3,486.55	5,222.28	40
Silver City.....	3	4,845.12	1,600.00	309.63	.....	1.84	2,001.47	2,843.65	42
Socorro.....	3	4,073.17	1,600.00	156.11	.....	.56	1,758.67	2,316.50	44
Total.....		38,142.16	11,840.00	5,014.97	935.20	23.56	17,895.73	20,246.43	46

NEW YORK.

Adams.....	3	\$2,498.58	\$1,200.00	\$765.33	.....	\$0.48	\$1,508.81	\$699.77	60
Addison.....	1	1,434.53	1,500.00	199.63	.....	7.04	1,702.67	2,241.90	45
Albany.....	1	165,993.25	3,500.00	36,595.00	.....	2,066.43	70,075.61	93,630.62	58
Alfred.....	3	6,622.70	1,800.00	516.67	.....	5.70	2,922.83	4,316.95	35
Alfred Centre.....	3	2,206.70	1,100.00	.....	.....	.....	1,100.68	1,109.30	50
Allerghy.....	3	5,110.68	1,000.00	.....	.....	.....	4,703.88	1,409.30	52
Amsterdam.....	2	15,007.31	2,400.00	1,800.00	\$550.90	45.88	1,800.72	10,211.43	32
Anglican.....	3	1,906.76	1,000.00	.....	.....	.....	1,800.34	506.28	53
Arteson.....	3	470.26	1,210.78	.....	.....	.....	1,210.54	279.32	46
Atlanta.....	3	3,640.00	1,100.00	.....	.....	.....	1,653.62	2,074.86	30
Aurora.....	2	3,728.51	2,900.00	150.00	.....	5.52	1,653.62	2,074.86	40
Aurora.....	2	3,644.03	2,900.00	4,640.00	1,891.18	61.04	16,983.93	10,681.50	50
Aurora.....	2	2,457.63	2,200.00	264.16	.....	.....	1,403.98	1,052.29	56
Babylon.....	3	2,980.53	1,400.00	.....	.....	.....	1,402.66	1,478.47	47
Bainbridge.....	3	3,788.93	2,200.00	150.00	.....	.....	1,350.19	1,438.77	50
Bainbridgeville.....	3	4,081.40	1,500.00	200.00	.....	.....	1,702.51	1,378.16	41
Baltimore.....	3	5,568.89	1,700.00	308.00	.....	2.34	2,013.50	3,553.00	36
Baltimore.....	2	13,719.17	2,300.00	1,800.00	1,100.00	22.88	2,922.88	6,890.29	38
Bath.....	2	5,549.45	1,900.00	810.85	.....	6.58	2,722.88	6,890.29	36
Bath.....	3	1,999.32	1,000.00	.....	.....	.....	1,000.48	628.84	50
Bellmont.....	1	40,697.57	3,100.00	6,475.00	1,260.00	104.48	17,031.49	32,637.17	54
Bellmont.....	3	3,328.18	1,300.00	.....	.....	.....	1,900.40	1,027.78	57
Beverly.....	3	689.13	1,400.00	242.63	.....	.....	1,843.35	2,045.78	43
Brayster.....	3	2,514.91	1,200.00	.....	.....	.....	1,601.12	1,212.70	44
Brighton.....	3	801.36	275.00	.....	.....	.....	275.90	628.36	55
Brockport.....	3	9,059.38	1,900.00	208.42	.....	9.41	2,117.86	8,941.62	23
Brocklyn.....	1	400,490.02	3,400.00	73,092.46	13,219.10	7,875.00	216,405.34	175,217.62	64
Burdick.....	1	366,695.61	3,800.00	45,868.31	403.74	2,097.92	69,706.31	254,247.69	31
Cambridge.....	3	2,849.28	1,500.00	.....	.....	1.70	1,111,501.78	2,849.28	30
Cambridge.....	3	3,800.91	1,300.00	.....	.....	.....	1,300.64	2,601.97	38
Cambridge.....	3	5,011.79	1,700.00	168.30	.....	.....	1,871.02	2,140.77	38
Camden.....	2	10,856.13	2,200.00	1,800.00	.....	4.93	4,004.03	6,831.20	37

In Government building.

Presidential from April 12, 1887.

Fourth quarter, 1886, first and second quarters, 1887, delinquent.

In Government building.

Do.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887.—Continued.
NEW YORK—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hires.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
Conestoga.....	3	\$1,231.75	\$1,500.00	\$90.85	.....	\$1.12	.....	\$1,692.98	\$2,628.81	38	
Carlisle.....	3	2,937.25	1,500.00	80.58	.....	1.52	.....	1,391.50	1,543.70	48	
Canton.....	3	4,050.00	1,500.00	250.00	.....	1.68	.....	1,751.68	2,514.32	38	
Carlisle.....	3	4,040.29	1,500.00	500.00	.....	1.52	.....	2,091.52	2,038.77	50	
Carroll.....	3	2,245.77	1,500.00	.....	.....	1.04	.....	1,101.04	1,148.73	50	
Catawba.....	3	9,083.50	2,000.00	1,000.00	\$500.00	7.01	.....	3,287.04	5,006.72	37	
Cazenovia.....	3	4,240.57	1,500.00	400.00	.....	3.92	.....	1,963.02	2,143.51	48	
Charlton.....	3	6,047.43	1,500.00	.....	.....	3.32	.....	1,500.82	3,323.27	30	
City Island.....	3	2,638.49	1,500.00	.....	.....	3.76	.....	1,090.88	1,537.52	38	
Clyton.....	3	4,041.37	1,500.00	.....	.....	2.96	.....	1,503.70	2,537.67	33	
Clinton.....	3	3,967.70	1,500.00	256.11	.....	1.36	.....	1,750.07	2,208.63	45	
Clyde.....	3	4,206.89	1,500.00	200.00	.....	1.92	.....	1,701.36	2,565.53	40	
Cobleskill.....	3	3,505.56	1,500.00	180.00	.....	1.92	.....	1,681.92	1,823.64	49	
Cobleskill.....	3	12,440.50	2,500.00	1,000.00	461.00	17.52	.....	4,278.52	8,170.98	35	
Cold Spring.....	3	2,450.29	1,100.00	.....	.....	2.24	.....	1,192.24	1,367.05	44	
Cooperstown.....	3	5,698.71	1,700.00	400.00	.....	46.38	.....	2,146.38	3,462.33	38	
Corning.....	3	10,005.03	2,500.00	1,200.00	961.72	29.96	.....	4,301.68	5,714.35	44	
Cortland.....	3	15,315.18	2,400.00	1,242.03	808.00	10.34	.....	4,490.37	10,824.81	29	
Cossack.....	3	3,177.57	1,400.00	200.00	.....	1.81	.....	1,601.84	1,573.73	50	
Cuba.....	3	3,854.87	1,500.00	200.00	.....	1.28	.....	1,701.28	1,883.59	47	
Danville.....	3	8,963.01	1,800.00	200.00	.....	5.60	.....	2,305.69	6,663.41	26	
Delhi.....	3	3,826.50	1,500.00	243.00	.....	1.52	.....	1,744.52	1,781.98	46	
Deposits.....	3	3,036.33	1,400.00	200.00	.....	1.28	.....	1,601.28	1,435.25	53	
Dobbs Ferry.....	3	2,573.59	1,000.00	200.00	.....	5.36	.....	1,010.03	1,560.56	38	
Dundee.....	3	2,069.76	1,200.00	.....	.....	1.16	.....	1,200.16	1,309.60	48	
Dunkirk.....	3	12,067.50	2,500.00	1,100.00	422.70	22.03	.....	3,844.73	8,222.77	31	
Elizaville.....	3	4,682.70	1,000.00	200.00	.....	27.88	.....	1,800.88	2,887.82	38	
Elmira.....	1	48,241.87	3,000.00	7,195.00	2,000.00	137.88	\$7,901.84	20,254.73	27,012.64	42	
Fairport.....	3	4,622.75	1,700.00	.....	.....	2.24	.....	1,702.24	2,990.51	36	
Excelsville.....	3	2,227.25	1,100.00	.....	.....	.....	.....	1,100.00	1,127.25	50	
Flabkill on the Hudson.....	3	4,230.40	1,500.00	210.00	.....	5.20	.....	1,745.50	2,494.20	40	
Flushing.....	3	7,880.08	1,800.00	.....	18.48	.....	.....	1,818.48	6,061.00	23	
Fonda.....	3	6,250.70	1,500.00	200.00	.....	1.52	.....	1,301.52	919.24	59	
Fort Edward.....	3	5,733.97	1,500.00	.....	.....	2.88	.....	1,502.88	2,251.09	39	
Fort Plain.....	3	7,185.63	1,700.00	500.00	.....	4.48	.....	2,701.48	4,490.55	31	
Frankfort.....	3	2,419.75	1,082.85	.....	.....	1.70	.....	1,090.62	1,320.15	46	
Franklinville.....	3	2,314.77	1,000.00	.....	.....	4.8	.....	1,000.48	1,314.20	43	
Franklinville.....	3	8,726.36	2,000.00	1,000.00	300.00	4.80	.....	3,313.87	5,400.51	38	
Friendship.....	3	7,011.22	1,500.00	.....	.....	1.20	.....	1,201.20	1,500.02	44	

Fulton	7,354.24	1,800.00	354.58	6.08	2,100.66	5,193.58	30
Gueno	4,814.41	1,600.00	300.00	1.12	1,901.12	2,913.29	40
Gwera	2,882.76	2,500.00	1,500.00	20.44	4,629.44	17,768.32	31
Glen Cove	2,222.23	1,000.00	600.00	2.00	1,002.00	1,220.23	45
Glen Falls	11,733.91	2,300.00	1,300.00	34.54	4,566.04	7,152.87	39
Gloversville	12,306.52	2,200.00	1,200.00	19.52	4,099.42	8,207.10	33
Goshen	6,512.86	1,700.00	699.99	4.40	2,604.39	3,908.47	40
Gouverneur	5,863.58	1,000.00	450.00	1.92	2,151.92	3,711.66	37
Gowanda	2,336.98	1,100.00	400.00	.80	1,100.80	1,236.18	41
Granville	2,655.44	1,200.00	90.00	.48	1,290.00	1,554.96	48
Greene	2,485.76	1,400.00	150.00	1.68	1,551.68	1,957.93	50
Greenport	3,642.61	1,300.00	150.00	1.20	1,301.20	2,341.96	44
Greenwich	3,126.16	1,300.00	150.00	.64	1,000.64	1,437.73	42
Groton	2,438.37	1,000.00	.....	.....	1,513.43	2,936.43	34
Hamilton	4,449.86	1,500.00	12.23	1.20	1,350.96	948.94	61
Hampden	2,200.90	1,000.00	250.00	1.06	1,012.63	1,000.97	50
Havana	2,013.30	1,000.00	12.23	2.00	1,502.00	1,875.86	44
Haverstraw	3,377.98	1,200.00	200.00	4.00	1,262.88	2,083.77	36
Hempstead	3,266.65	1,200.00	200.00	2.88	1,805.04	2,637.84	41
Herkimer	4,438.15	1,600.00	200.00	5.04	1,562.40	2,637.84	37
Homer	4,140.24	1,500.00	.....	.....	1,707.52	5,433.03	24
Hoosick Falls	7,140.55	1,700.00	.....	.....	4,920.08	8,194.63	37
Horseshoe	13,114.71	2,300.00	1,400.00	1.44	1,201.44	1,233.61	50
Horseheads	2,435.05	1,200.00	1,099.00	11.12	5,400.11	8,948.07	38
Hudson	14,309.18	2,200.00	1,099.00	110.11	1,401.12	2,244.08	38
Huntington	3,645.20	1,400.00	.....	.....	2,292.32	2,883.23	43
Illion	5,085.65	1,800.00	400.00	1.76	1,101.76	1,236.29	49
Irvington	2,330.03	1,100.00	.....	.....	7,801.32	15,484.47	34
Ithaca	23,424.79	2,600.00	3,500.00	64.80	1,656.04	2,148.27	45
Jamaica	3,804.33	1,500.00	150.00	6.08	10,806.81	11,207.27	49
Jamestown	22,014.08	2,500.00	2,550.00	5.92	6,552.92	5,882.33	31
Johnstown	8,508.25	1,800.00	730.00	77.14	1,011.12	7,181.91	63
Katonah	2,021.03	1,300.00	.....	.....	1,451.36	1,415.29	53
Kewesville	2,866.65	1,200.00	250.00	1.36	4,248.35	6,647.00	39
Le Roy	10,795.95	2,100.00	735.00	313.25	2,159.15	7,210.09	23
Levy	9,309.24	1,800.00	356.11	8.04	4,763.20	7,246.90	40
Little Falls	12,017.10	2,300.00	604.00	69.20	12,974.68	8,073.10	62
Lothrop	20,997.78	2,700.00	3,800.00	74.02	1,911.04	3,382.94	36
Long Island City	5,293.88	1,000.00	1,000.00	11.04	1,887.60	2,643.78	39
Lowville	4,840.32	1,600.00	840.00	3.60	2,115.27	3,643.78	36
Lyons	8,759.05	1,600.00	508.23	3.44	2,411.70	5,771.14	29
Malone	1,812.50	1,900.00	412.23	3.04	1,100.80	1,720.09	39
Mamaroneck	2,820.80	1,100.00	200.18	.93	1,004.80	2,180.41	42
Matewan	3,784.51	1,200.00	.....	.....	1,201.52	1,872.19	46
Mayville	2,573.71	1,300.00	250.00	1.52	1,552.24	1,567.45	52
Mechanicville	3,119.69	1,800.00	70.64	3.28	1,873.92	4,593.93	29
Melina	6,467.83	1,200.00	.....	.....	1,200.80	1,267.94	45
Mexico	2,468.74	1,200.00	.....	.....	5,828.26	11,093.01	33
Middleton	16,327.27	2,000.00	1,000.00	.80	1,405.32	1,492.73	48
Millerton	2,988.05	1,200.00	.....	.....	1,163.60	1,113.38	52
Monticello	2,276.98	1,000.00	102.00	1.12	1,201.28	1,626.67	43
Moravia	2,827.85	1,200.00	.....	.....	.....	.....	.....

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887—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.
Mount Morris	3	\$3,339.90	\$1,506.00	\$500.00	.....	\$0.88	.....	\$2,000.88	\$1,339.02	61	
Mount Vernon	3	3,874.60	1,400.00	300.00	.....	1.76	.....	1,701.76	2,172.84	44	
Naples	3	1,010.00	2,900.00	600.00	\$706.95	61.50	.....	3,568.45	10,450.55	25	
Newark	3	1,936.88	1,900.00	300.00	.....	1.01	.....	1,301.04	635.84	68	
New Brighton	3	6,234.16	2,000.00	700.00	190.00	5.43	.....	2,895.43	3,338.73	47	
Newburgh	3	6,278.69	1,600.00	4,800.00	1,819.67	17.04	.....	1,617.04	4,661.55	26	
New Lebanon	3	20,765.89	2,700.00	.....	.....	5.53	\$3,231.60	14,556.80	12,148.89	55	
New Rochelle	3	5,158.53	1,900.00	.....	.....	12.40	.....	1,800.16	3,238.35	37	
	1	4,753,515.63	8,000.30	951,564.46	40,991.28	56,075.53	676,380.64	1,733,011.91	4,994.62	25	
									3,020,504.02	30	In Government building; includes \$19,140.74 expenses of mail-bag repair depot.
Niagara Falls	3	7,701.76	1,500.00	1,000.00	.....	4.72	.....	2,004.72	4,796.94	38	
Northport	3	7,206.26	1,600.00	.....	.....	8.80	.....	1,600.80	5,605.46	22	
Norwich	3	8,712.61	1,900.00	504.59	.....	6.40	.....	2,411.29	6,301.32	28	
Nunda	3	2,113.64	1,100.00	200.00	.....	3.2	.....	1,300.32	813.32	62	
New York	3	6,814.44	1,800.00	.....	.....	6.72	.....	1,806.72	5,007.72	26	
Ogdensburg	2	11,941.01	2,300.00	1,809.09	1,060.00	19.11	.....	4,219.10	7,721.91	35	
Olean	2	13,053.07	2,300.00	1,600.00	.....	7.60	.....	4,007.60	8,145.47	38	
Oneida	2	10,840.36	2,200.00	1,300.00	625.64	4.96	.....	4,205.60	6,894.76	37	
Onondaga	2	19,094.50	1,600.00	825.00	.....	4.96	.....	7,290.99	7,064.54	45	
Oswego	2	27,764.96	2,700.00	1,400.00	885.00	72.86	5,562.75	12,761.29	15,003.67	46	
Owego	2	19,794.39	2,300.00	1,100.00	.....	57.80	.....	4,242.62	6,551.87	39	
Oxford	3	2,635.68	1,300.00	.....	.....	1.52	.....	1,200.80	1,434.88	45	
Paltoga	3	5,539.12	1,700.00	468.33	.....	3.92	.....	2,112.25	3,426.87	38	
Patchogue	3	3,977.48	1,400.00	.....	.....	11.22	.....	1,411.22	2,566.26	35	
Peekskill	2	9,103.66	2,000.00	1,100.00	110.00	36.72	.....	3,240.72	5,862.94	35	
Penn Yan	3	8,890.32	1,900.00	719.40	.....	4.80	.....	2,624.20	6,266.12	29	
Perry	3	2,819.18	1,500.00	.....	.....	1.88	.....	1,300.88	1,618.30	43	
Phelps	3	8,253.44	1,300.00	.....	.....	1.20	.....	1,201.20	1,552.24	44	
Pittsburgh	2	9,539.87	2,000.00	1,400.00	.....	23.19	.....	3,423.19	6,116.68	36	
Port Chester	3	6,988.67	1,700.00	.....	.....	5.12	.....	1,784.05	4,804.62	27	
Port Henry	3	2,947.22	1,200.00	.....	.....	1.28	.....	1,201.28	1,746.04	41	
Port Jervis	3	9,025.14	2,100.00	1,100.00	850.00	300.62	.....	4,206.62	5,244.57	46	
Port Richmond	3	5,326.70	1,500.00	.....	.....	4.32	.....	1,504.32	3,822.38	28	
Potsdam	3	6,642.15	1,700.00	5,208.14	646.71	1.44	.....	1,701.44	4,940.71	29	
Poughkeepsie	2	41,227.91	2,600.00	100.00	.....	132.92	5,703.79	14,065.50	29,262.35	36	
Poughkeepsie	3	2,817.39	1,300.00	.....	.....	1.52	.....	1,401.52	1,415.87	50	
Randolph	3	2,668.53	1,200.00	150.00	.....	1.01	.....	1,351.01	1,317.52	53	
Ravenwood	3	2,411.09	1,200.00	.....	.....	.....	.....	1,200.72	1,210.37	50	

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887—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.
White Plains	3	\$ 1,183.33	\$1,608.00			\$0.24		\$1,608.24	\$3,583.09	31	
Worcester	3	1,639.96	1,668.34			.80		1,016.14	849.52	54	
Yonkers	2	24,436.73	2,600.00	\$2,500.00	\$701.47	79.54	\$0,781.89	12,726.20	11,710.53	52	
Total		7,887,964.71	368,797.65	1,300,962.79	104,128.52	74,610.80	1,134,874.72	2,983,462.48	4,853,462.23	38	May 1 to June 30 delinquent.

NORTH CAROLINA.

Asheville	3	\$10,135.89	\$2,000.00	\$1,316.84	\$222.84	\$15.68		\$3,536.34	\$6,870.55	33	
Charlotte	3	14,223.33	2,400.00	2,000.00	766.00	5.37		5,172.17	9,051.18	37	
Concord	3	7,647.10	1,300.00	100.00		.40		1,400.40	1,246.70	54	
Durham	3	7,722.37	1,800.00	200.00		4.00		2,004.00	5,718.37	28	
Elizabeth City	3	2,497.77	1,100.00	100.00		1.00		1,201.60	1,298.17	48	
Fayetteville	3	5,650.06	1,600.00	400.00		3.76		2,003.76	3,440.30	30	
Goldborough	3	6,113.01	1,800.00	859.89		5.52		2,705.51	3,407.50	44	
Greensborough	3	7,707.13	1,900.00	600.00		8.72		2,508.72	5,198.41	32	
Henderson	3	3,779.18	1,400.00	200.50		2.24		1,602.74	1,576.42	50	
Kinston	3	2,235.05	1,100.00	108.33		1.52		1,209.85	1,026.20	55	
New Bern	3	6,122.31	1,700.00	300.00		13.92		1,601.12	1,316.42	55	
Oxford	2	2,916.54	2,500.00	4,000.00		1.12		9,881.01	9,041.11	52	
Raleigh	3	18,923.02	2,500.00	201.56		48.58	\$3,832.23	1,693.26	1,846.81	49	
Reidsville	3	3,340.07	1,400.00	200.00		1.68		1,200.64	1,231.17	50	
Salem	3	4,431.81	1,000.00	700.00		.64		2,202.88	2,118.15	51	
Salisbury	3	4,821.09	1,500.00	500.00		2.88		2,001.60	1,656.87	54	
Statesville	3	3,657.47	1,500.00	200.00		1.60		1,603.28	1,632.70	50	
Tarborough	3	3,233.88	1,400.00	200.00		3.28		1,303.39	1,636.78	45	
Washington	3	2,940.17	1,200.00	100.00		3.39		1,919.84	9,376.72	56	
Wilmington	3	21,153.06	2,600.00	2,820.00	1,890.00	55.35	4,464.49	11,491.26	1,758.18	47	
Wilson	3	5,949.46	1,400.00	90.00		1.28		1,491.26	1,758.18	47	
Winston	3	7,872.46	1,900.00	720.00		6.00		2,026.00	5,246.46	- 33	
Total		142,316.80	36,900.00	16,147.24	2,896.04	190.61	7,706.73	69,904.21	79,512.59	44	In Government building. Do.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887—Continued.
OHIO—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.
Granville	3	\$2,698.74	\$1,200.00	2,000.00		\$1.04		\$1,201.04	\$1,497.70	44	
Greenfield	3	3,995.24	1,200.00	2,000.00		1.76		1,201.76	1,203.48	48	
Greenhill	3	6,435.81	1,200.00	2,000.00		4.88		2,204.88	4,120.93	36	
Hamilton	3	17,221.98	2,400.00	2,788.75	8,599.20	390.65		6,188.61	11,033.37	36	
Hicksville	3	3,448.54	1,100.00			3.52		1,103.52	1,347.02	46	
Hillsborough	3	5,776.07	1,200.00	600.00		3.32		2,203.32	3,472.75	40	
Hiram	3	3,679.12	1,500.00			80		1,500.32	2,178.80	20	
Hudson	3	9,143.63	1,000.00	1,200.00		12.56		1,000.83	1,142.83	48	
Ironton	3	9,082.29	1,500.00	304.17		1.36		1,805.53	5,009.73	34	
Jackson	3	4,140.42	1,200.00	200.00		3.52		1,403.52	2,333.90	44	
Jefferson	3	2,805.00	1,200.00	200.00		2.06		1,702.06	2,638.52	39	
Kent	3	4,341.48	1,200.00	200.00		6.40		2,006.40	6,190.68	24	
Kenton	3	8,197.38	1,800.00	1,188.80		13.04		3,111.84	4,846.93	29	
Lancaster	3	7,958.77	1,900.00	518.33		4.08		2,222.41	3,639.31	35	
Lebanon	3	6,191.72	1,100.00			2.24		1,102.24	1,171.83	48	
Lectonia	3	17,242.76	2,200.00	2,100.00	600.00	35.16		5,035.16	12,207.60	29	
Legay	3	3,881.65	1,500.00	200.00		4.56		1,704.56	2,177.09	44	
London	3	4,609.87	1,200.00	368.43		4.40		1,812.83	2,797.04	39	
Lorain	3	2,335.46	1,100.00	100.98		6.4		1,300.62	1,024.84	34	
Mansfield	3	25,443.50	2,700.00	2,400.00	1,150.00	25.84	84,091.84	10,937.18	14,506.41	43	
Marietta	3	11,120.32	2,100.00	2,775.00	475.76	21.93		3,872.69	7,247.63	35	
Marion	3	8,494.35	1,000.00	468.42		6.80		2,315.22	6,140.13	27	
Martin's Ferry	3	3,298.02	1,200.00	130.00		3.52		1,353.52	1,944.50	42	
Marysville	3	4,434.86	1,000.00	16.67		2.16		1,618.83	2,806.03	36	
Massillon	3	10,287.27	2,000.00		109.30	13.76		3,423.66	6,804.21	33	
Mechanicsburgh	3	2,350.41	1,100.00	104.21		7.72		1,204.93	1,145.48	50	
Medina	3	4,382.03	1,500.00	100.99		2.08		1,702.07	2,679.96	39	
Mediapolis	3	3,211.81	1,300.00			88		1,300.88	1,910.93	41	
Middletown	3	2,995.33	1,200.00	800.00	400.00	2.64		1,202.64	1,792.69	40	
Middletown	3	11,423.28	2,300.00			1.04		3,560.00	7,892.28	31	
Millersburg	3	2,950.14	1,200.00			1.60		1,301.04	1,649.10	43	
Mount Gilead	3	2,639.41	1,200.00			1.60		1,201.60	1,737.81	41	
Mount Vernon	3	16,709.48	2,100.00	1,286.99	670.40	10.19		4,079.58	6,638.90	38	
Napoleon	3	3,913.40	1,400.00			2.92		1,402.32	1,811.08	44	
National Military Home	3	3,438.15	1,500.00			2.24		1,503.22	1,937.83	43	
Nesqueh	3	7,791.80	1,100.00	167.55		2.24		1,108.82	1,593.07	44	
Newark	3	17,494.61	2,000.00	1,000.00	804.00	10.50		4,004.50	8,900.31	23	
New Lexington	3	7,911.94	1,200.00			1.52		1,011.52	5,910.42	33	
New Lisbon	3	3,610.73	1,500.00	300.60		3.20		1,803.20	1,807.53	50	

In Government building.

New London	2	2,229.41	1,000.00	200.00	1.63	1,001.08	1,221.73	45
New Philadelphia	4	4,668.64	1,600.00	200.00	4.16	1,804.16	3,794.48	36
New Richmond	3	1,820.39	1,000.00	200.00	1.20	1,201.20	610.19	67
Niles	3	2,722.87	2,100.00	.....	3.52	1,603.52	1,603.52	30
Norwalk	3	10,365.75	2,100.00	1,300.00	25.02	4,141.82	6,363.93	39
Oacoma	3	9,186.83	2,100.00	420.00	7.95	3,427.95	5,758.88	39
Oacville	3	2,373.05	1,000.00	200.00	1.28	1,101.28	1,272.37	40
Ottawa	3	2,855.64	1,200.00	.....	1.76	1,401.76	1,453.88	48
Oxford	3	3,718.61	1,400.00	.....	2.80	1,402.80	2,315.84	38
Palmsville	3	13,822.20	3,400.00	955.00	11.00	3,681.00	10,141.30	27
Papa	3	11,929.37	2,200.00	305.25	17.24	4,222.49	7,706.68	35
Pomeroy	3	3,491.11	1,400.00	197.00	2.24	1,592.24	1,901.87	46
Portsmouth	3	12,587.00	2,300.00	1,500.00	69.00	4,223.40	8,363.60	33
Ravenna	3	6,111.62	1,800.00	824.46	5.60	2,330.06	3,780.96	36
Richwood	3	3,012.19	1,200.00	.....	1.72	1,090.72	1,911.47	50
Ripley	3	2,482.19	1,200.00	.....	1.12	1,200.72	1,287.38	48
Saint Clairsville	3	2,227.74	1,000.00	170.75	1.12	1,180.87	1,046.87	55
Saint Mary's	3	2,617.13	1,000.00	200.00	1.12	1,200.64	1,446.49	46
Salom	3	11,500.92	2,100.00	800.00	.....	2,978.00	8,522.92	27
Sandusky	3	17,430.92	2,500.00	3,304.10	30.03	11,217.03	6,222.20	61
Shelby	3	3,094.83	1,400.00	37.74	5.247.16	1,401.28	1,603.55	45
Slotoy	3	8,433.52	2,000.00	600.00	1.28	3,403.72	5,030.80	40
Springfield	2	65,482.23	3,200.00	807.00	121.85	23,764.68	41,717.55	36
Stouenville	2	14,191.41	2,300.00	1,158.56	23.72	4,703.61	9,488.20	33
Tiffin	2	10,516.05	2,200.00	1,293.60	32.35	4,147.31	6,368.75	30
Toledo	1	16,034.62	3,400.00	21,520.00	655.20	50,524.63	63,409.30	43
Troy	1	9,966.80	2,000.00	600.00	1.03	3,607.03	6,359.83	36
Urichsville	3	3,649.18	1,200.00	162.00	1.44	1,363.44	1,276.74	54
Upper Sandusky	3	5,271.90	1,600.00	200.00	5.28	1,605.28	3,466.62	34
Urbana	3	9,997.90	1,100.00	1,400.00	28.15	3,994.16	5,913.24	40
Van Wert	3	6,566.40	1,800.00	500.00	1.92	2,301.92	4,261.48	35
Wapakoneta	3	8,820.61	1,400.00	300.00	3.68	1,793.68	2,132.92	34
Washington C. H.	3	10,017.80	2,100.00	700.00	1.44	2,443.65	6,574.24	44
Wellington	3	3,450.28	1,400.00	786.07	8.96	2,695.63	5,409.23	33
Wellington	3	5,219.00	1,700.00	270.00	9.24	1,972.24	3,247.66	38
Wellsville	3	5,513.29	1,000.00	150.00	1.20	1,151.20	1,262.09	48
Westerville	3	9,883.63	1,200.00	.....	7.20	1,607.20	3,464.06	32
West Liberty	3	3,304.67	1,200.00	58.33	4.40	1,500.48	1,483.14	44
Willoughby	3	2,410.67	1,100.00	.....	88	1,038.73	2,245.94	33
Wilmington	3	4,396.73	1,600.00	290.00	3.28	1,863.28	3,102.48	36
Wooster	2	11,396.83	2,100.00	1,100.00	39.82	3,861.68	7,535.15	34
Xenia	2	11,314.75	2,300.00	1,400.00	21.98	4,250.51	7,084.24	37
Youngstown	2	23,099.07	2,500.00	2,500.00	65.24	11,238.54	11,870.53	48
Zanesville	2	27,667.10	2,700.00	990.82	92.92	11,822.03	15,845.07	43
Total	.....	2,258,083.52	233,300.00	308,969.73	8,290.02	868,489.63	1,394,593.60	38

No. 10.—Gross receipts, expenses, and net revenue at *Presidential post-offices for the fiscal year ended June 30, 1887*—Continued. OREGON.

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.
Albany.....	3	\$1,350.00	1,500.00	\$200.00	\$3.44	\$1,803.44	\$2,547.55	41	In Government building.
Ashland.....	3	1,120.57	1,000.00	400.00	.....	172.16	.....	2,492.16	1,702.91	67
Astoria.....	3	7,327.52	1,800.00	600.00	.....	2,372.88	.....	4,763.68	4,763.68	30
Baker City.....	3	3,853.52	1,800.00	508.32	.....	1,910.88	.....	1,852.98	46	
Corvallis.....	3	6,633.45	1,400.00	300.97	.....	2.12	.....	1,877.98	1,843.90	39
East Portland.....	3	7,734.25	1,500.00	300.97	.....	3.34	.....	1,808.23	2,105.19	39
Eugene City.....	3	3,414.43	1,400.00	41.39	.....	1,443.23	.....	1,805.61	1,954.34	33
Jacksonville.....	3	2,041.08	1,000.00	100.00	.....	2.64	.....	1,202.92	1,557.13	46
Oregon City.....	3	6,624.19	1,500.00	100.00	.....	2.08	.....	1,820.77	52,827.26	43
Portland.....	3	4,458.67	1,500.00	418.85	.....	6.91	.....	29,830.63	1,091.61	52
Vernonia.....	3	78,757.80	3,200.00	13,024.09	.....	608.81	\$8,906.83	3,516.74	1,091.61	30
Washburn.....	1	9,201.42	2,000.00	208.33	.....	9.94	.....	2,068.49	4,118.34	34
Wheeler.....	2	11,543.82	2,200.00	1,300.00	\$1.00	12.74	.....	.....	.....	.....
Salem.....	2	11,543.82	2,200.00	1,300.00	\$1.00	12.74	.....	.....	.....	.....
The Dalles.....	3	6,206.83	1,600.00	482.97	.....	5.52	.....	.....	.....	.....
Total.....	186,660.37	21,600.00	18,183.82	1.00	\$33.80	8,906.83	40,614.54	87,043.83	36	

PENNSYLVANIA.

Allegheny.....	1	\$85,144.00	\$3,000.00	\$5,400.00	\$1,475.20	\$741.46	\$18,705.50	\$29,322.16	\$23,821.93	55
Allentown.....	2	2,397.54	2,000.00	2,925.00	1,307.20	64.91	5,080.38	12,547.49	10,850.06	63
Altoona.....	2	20,416.03	2,500.00	2,256.93	1,031.53	52.87	6,047.44	11,911.57	8,504.46	58
Ashland.....	3	4,417.20	1,500.00	.....	.....	3.04	.....	1,503.04	2,014.16	34
Atlantic.....	3	3,628.71	1,500.00	112.50	.....	1.76	.....	1,614.26	2,014.45	44
Bangor.....	3	2,433.15	1,000.00	.....	.....	1.44	.....	1,091.44	1,431.71	41
Beaver.....	3	2,297.10	1,000.00	775.00	444.53	21.20	.....	1,900.00	1,207.10	43
Beaver Falls.....	2	10,565.88	2,200.00	162.00	.....	2.40	.....	3,440.73	7,115.15	33
Bedford.....	3	4,264.12	1,500.00	300.00	.....	6.56	.....	1,664.40	2,621.72	39
Bellefonte.....	3	7,637.23	1,800.00	.....	.....	9.93	.....	2,106.56	6,530.60	28
Berwick.....	3	2,026.17	1,000.00	.....	.....	3.12	.....	1,109.93	1,516.24	42
Bethlehem.....	2	11,742.58	2,200.00	1,200.00	780.00	10.47	.....	4,190.47	7,572.11	35
Birmingham.....	3	2,950.71	1,200.00	.....	.....	4.88	.....	1,353.12	1,606.59	46
Bloomburg.....	3	6,274.51	1,700.00	243.00	.....	10.00	.....	1,947.88	4,326.63	31
Brookville.....	3	4,572.71	1,500.00	.....	.....	10.00	.....	1,510.98	3,061.75	33
Bristol.....	2	23,208.62	2,600.00	3,060.98	933.53	14.04	.....	10,057.88	20,140.74	30
Burlington.....	3	5,811.02	1,700.00	600.00	.....	7.52	.....	1,887.53	3,914.00	32
Brookville.....	3	4,654.81	1,500.00	.....	.....	6.02	.....	2,105.02	2,529.31	40

In Government building.

Brownsville.....	1,300.00	6.32	1,306.32	1,777.45	43
Bryn Mawr.....	1,068.58	5.44	1,074.02	2,276.34	33
Butler.....	1,806.60	10.88	1,817.48	4,518.71	33
Cannonsburgh.....	400.00	3.04	403.04	1,232.83	45
Canton.....	1,200.00	8.22	1,208.22	1,446.79	45
Carlisle.....	1,700.00	4.75	1,704.75	3,650.30	34
Catsaunqua.....	2,200.00	24.06	2,224.06	6,703.86	37
Chambersburgh.....	1,500.00	1.76	1,501.76	7,057.47	40
Chesler.....	480.00	64.41	528.41	10,521.55	32
Clarion.....	1,900.00	2.56	1,902.56	1,984.39	42
Clearfield.....	1,620.00	2.88	1,622.88	3,432.77	34
Conaway.....	1,800.00	4.56	1,804.56	3,293.89	25
Columbia.....	800.00	11.76	811.76	4,651.07	39
Connellsville.....	400.00	7.36	407.36	3,122.63	39
Conocoautville.....	100.00	64	164	840.00	59
Conshohocken.....	400.00	6.88	406.88	1,703.91	59
Corry.....	1,200.00	12.65	1,212.65	6,683.56	38
Condersport.....	101.00	88	189	1,038.38	57
Curwensville.....	248.61	80	328.61	1,349.41	33
Danville.....	1,800.00	9.44	1,809.44	5,410.72	33
Downingtown.....	200.00	1.04	201.04	1,348.11	40
Doyletown.....	300.00	4.24	304.24	2,821.02	40
DuBois.....	600.00	4.72	604.72	2,875.58	40
Easton.....	2,484.58	6,413.72	12,701.41	9,077.58	58
Ebensburgh.....	100.00	2.24	102.24	1,105.27	52
Embleton.....	1,100.00	1.12	1,101.12	1,030.56	53
Emporium.....	6,500.00	231.05	7,131.05	1,085.28	54
Erie.....	100.00	40	140	20,211.57	51
Franklin.....	1,200.00	21.02	1,221.02	9,116.29	57
Freeport.....	1,000.00	2.96	1,002.96	3,855.86	85
Gettysburgh.....	800.00	3.52	803.52	7,077.05	85
Greencastle.....	1,000.00	1.12	1,001.12	1,144.88	49
Greensburg.....	800.00	13.76	813.76	3,018.20	44
Greenville.....	200.00	4.20	204.20	1,027.77	83
Hanover.....	11,157.37	178.94	11,336.31	4,264.52	39
Harrisburg.....	3,100.00	80	3,180	2,820.16	32
Hawley.....	750.00	43.88	803.88	49,251.89	32
Hazleton.....	2,900.00	43.88	2,943.88	1,012.31	50
Hollidaysburgh.....	1,500.00	4.24	1,504.24	7,072.35	36
Honesdale.....	1,800.00	1.92	1,801.92	2,128.78	40
Houtzdale.....	1,500.00	1.28	1,501.28	4,144.40	36
Huntington.....	1,200.00	262.50	1,462.50	1,860.40	44
Indiana.....	200.00	6.56	206.56	6,834.56	36
Irwin.....	200.00	4.00	204	4,212.19	38
Jersey Shore.....	1,100.00	82	1,182	1,853.55	45
Johnstown.....	1,892.50	38.27	1,930.77	1,367.13	45
Kennett Square.....	1,200.00	64	1,264	10,921.69	37
Kingsport.....	100.00	8.36	108.36	1,583.99	40
Kittanning.....	1,500.00	3.28	1,503.28	1,750.46	44
Knox.....	1,035.68	3.32	1,039.00	3,408.42	35
				640.71	62

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887—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.
Lancaster	2	\$39,497.10	\$2,800.00	\$4,200.00	\$2,208.24	\$96.41	\$8,055.02	\$17,486.67	\$19,067.43	48	
Lancaster	3	4,023.66	1,500.00	200.00				1,700.00	2,323.66	42	
Lebanon	3	14,190.33	2,300.00	1,400.00	1,115.00	25.31		4,833.31	10,692.02	32	
Lebanon	3	5,714.19	1,700.00	416.84		6.08		2,122.92	3,591.27	37	
Lowstown	3	5,971.09	1,700.00	308.43		2.10		2,016.59	3,954.50	34	
Lowstown	3	2,035.77	1,000.00			4.00		1,009.40	1,035.37	48	
Lock Haven	2	10,318.49	2,100.00	1,140.00	746.72	56.06		4,036.78	6,281.71	39	
Lock Haven	3	10,855.53	2,000.00	988.00	281.25	418.01		3,685.26	7,126.27	34	
McKeesport	3	5,701.10	1,700.00	424.94		5.04		2,139.98	3,571.12	37	
Mahanoy City	3	2,808.61	1,300.00	135.00		1.28		1,436.28	1,372.33	51	
Mansfield	3	2,026.13	1,800.00	200.00		1.80		1,401.60	1,624.53	46	
Marbleton	3	7,445.90	1,800.00	200.00		6.24		2,006.24	5,439.66	27	
Marion	3	5,686.72	2,400.00	300.00	1,200.00	52.58		6,352.58	10,403.96	38	
Media	3	5,878.19	1,700.00			2.80		2,092.80	3,685.39	35	
Media	3	4,223.78	1,000.00			7.52		1,707.52	4,170.67	29	
Merersdale	3	4,091.04	1,000.00	400.00		4.16		2,004.16	2,416.62	45	
Middleton	3	4,091.04	1,500.00			1.04		1,101.04	1,108.89	50	
Millersburg	3	2,031.08	1,000.00			2.18		1,592.10	2,588.88	37	
Millersburg	3	2,463.47	1,700.00	203.87		72		1,000.72	1,900.36	53	
Milton	3	6,000.37	1,700.00	90.86		10.16		1,304.83	1,156.64	48	
Monongahela City	3	3,219.58	1,500.00			6.72		1,810.02	4,100.35	20	
Monroeville	3	4,272.28	1,500.00	720.00		2.88		1,606.72	1,612.81	50	
Mont Carmel	3	2,071.65	1,200.00			1.60		1,201.60	1,470.05	45	
Mont Joy	3	2,412.05	1,200.00			2.32		1,202.32	1,218.61	50	
Mount Pleasant	3	3,326.27	1,300.00	100.00		2.48		1,402.48	2,523.79	36	
Muncy	3	3,200.21	1,300.00			1.92		1,301.92	1,898.29	41	
Nanticoke	3	8,021.12	1,300.00			7.44		1,392.64	2,313.48	35	
New Brighton	3	13,293.08	2,300.00			2.04		1,507.44	2,784.93	36	
New Castle	3	2,000.00	2,300.00	2,000.00	691.25	46.45		5,031.70	8,261.38	38	
Newport	3	2,000.00	1,200.00	300.00		1.84		1,591.84	1,107.24	57	
Newtown	3	2,114.47	1,000.00			68		1,100.88	1,013.59	52	
Norristown	3	13,530.52	2,300.00	1,200.00	1,000.00	36.38		4,589.36	8,900.19	34	
North East	3	2,583.30	1,300.00			1.02		1,301.02	1,651.87	44	
North East	3	13,645.03	2,300.00	2,000.00	332.50	18.43		4,831.92	8,793.11	36	
Oil City	3	3,259.89	1,400.00	180.00		1.44		1,581.44	1,718.45	43	
Orford	3	1,748,794.91	6,000.00	296,317.21	5,255.00	10,560.33	430,670.89	749,312.27	999,482.64	44	In Government building.
Philadelphia	3	5,897.50	1,700.00	300.00		8.02		1,903.92	4,033.07	32	
Phoenixville	3	6,224.12	1,700.00	300.00		8.88		2,008.88	4,215.24	32	

Do.

Pittsburgh	3,700.00	66,470.02	883.22	3,776.57	56,634.82	131,464.63	236,906.95	36
Pittscon	2,100.00	1,100.00	645.09	379.76		4,225.75	7,259.19	37
Plymouth	1,600.00	400.00		3.12		1,603.12	3,484.75	21
Pottstown	1,900.00	1,900.00		9.68		2,309.68	7,893.49	23
Pottsville	2,400.00	1,900.00	750.00	31.20	3,904.82	8,986.02	6,381.08	48
Punxsutawney	1,000.00			1.04		1,001.04	1,085.59	58
Reading	3,000.00	7,050.00	1,544.64	424.00	10,068.50	22,117.74	23,277.82	47
Renovo	1,500.00	100.00		1.92		1,501.92	2,214.09	40
Reynoldsville	1,500.00	100.00		1.92		1,101.92	1,386.85	44
Ridgway	1,000.00	90.00		3.20		1,603.20	2,405.64	39
Rochester	1,400.00	90.00		6.48		1,496.48	1,829.67	45
Saint Mary's	1,000.00	150.00		.72		1,000.72	1,341.74	43
Sandy Lake	1,000.00	8.33		1.24		1,230.24	600.43	68
Schuylkill Haven	1,000.00			2.72		1,202.72	927.77	57
Schuylkill	2,000.00	7,089.99	2,330.00	129.34	15,057.37	28,146.70	16,109.91	34
Scottsdale	1,100.00			1.04		1,101.04	1,218.97	47
Selin's Grove	1,000.00	100.00		6.40		1,406.40	1,623.95	42
Shamokin	1,800.00	518.00		11.12		1,914.00	5,643.67	25
Sharon	1,800.00	6.33		6.80		2,329.12	5,181.37	31
Sharpburgh	1,000.00			4.08		1,013.13	1,323.91	43
Shenandoah	1,700.00	300.00		2.24		1,802.24	1,983.09	47
Shippensburg	1,500.00	300.00		1.44		1,001.44	1,267.27	44
Shippington	1,000.00			1.76		1,001.76	1,114.41	41
Smethport	1,000.00	200.00		1.28		1,601.28	1,212.10	67
Somersett	1,400.00	300.00		4.48		1,812.64	3,170.78	38
South Bethlehem	1,601.20	162.00		2.66		1,504.48	3,118.03	32
Steelton	1,500.00	300.00		12.72		1,664.56	3,213.08	34
Stroudsburgh	1,700.00	256.00		2.56		2,012.72	4,117.69	33
Sunbury	1,500.00	200.00		5.68		1,752.56	2,677.19	40
Susquehanna	1,400.00	200.00		1.28		1,403.68	1,916.46	42
Tamaqua	2,800.00	2,200.00	850.71	10.77		3,461.48	10,993.70	54
Tidonts	2,400.00	2,000.00	860.00	5.85		3,965.85	4,212.26	49
Titusville	2,000.00	1,100.00		7.72		1,400.72	1,620.91	43
Towards	1,400.00	200.00		2.16		2,408.24	4,153.50	53
Troy	1,400.00	700.00		6.24		1,400.72	1,677.74	37
Tunkhannock	1,400.00	600.00		12.40		2,312.40	4,021.15	43
Tyone	1,400.00	1,298.96	1,000.00	363.88		5,063.84	12,979.44	38
Union City	2,100.00	1,900.00	55.00	24.80		3,179.80	7,653.23	29
Uniontown	2,400.00	45.00		2.32		1,347.32	1,393.53	28
Warren	1,800.00	300.00		2.24		2,102.24	4,004.78	49
Washington	1,800.00	489.86		3.68		1,903.64	1,356.67	34
Watson	1,500.00	300.00		3.28		1,803.28	2,924.15	38
Waynesborough	1,400.00	1,797.29	850.00	32.17		5,041.46	10,388.09	39
Waynesburg	2,400.00			1.28		1,004.64	4,016.53	33
Wellsborough	1,000.00			4.64		1,100.96	2,084.02	32
West Chester	1,000.00			.96				62
West Grove	1,000.00							52
West Newton	1,000.00							53
White Haven	1,000.00							52

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887—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.
Wilkes Barre.....	2	\$20,287.16	\$2,700.00	\$3,504.07	\$1,281.89	\$110.40	\$8,082.14	\$15,088.50	\$14,598.66	52	
Williamsport.....	2	31,924.77	2,800.00	3,524.00	1,080.80	124.69	6,761.25	14,270.74	17,054.63	45	
York.....	2	25,327.73	2,700.00	2,800.00	992.00	1.45	6,382.11	12,462.17	12,462.17	50	
Total.....		3,390,796.65	271,725.45	481,924.78	38,634.01	10,098.89	605,545.16	1,414,928.89	1,973,867.76	42	

RHODE ISLAND.

Bristol.....	3	\$5,131.33	\$1,600.00	\$400.00		\$0.12		\$1,609.12	\$3,522.20	31	In Government building.
Central Falls.....	3	5,093.62	1,600.00			11.12		2,011.12	3,082.40	39	
East Greenwich.....	3	4,674.61	1,600.00			2.40		1,692.40	3,072.21	34	
Lonsdale.....	3	2,470.69	1,300.00					1,300.00	1,170.69	53	
Newport.....	3	28,475.51	2,700.00	3,885.76		118.83	\$7,224.27	13,928.86	14,546.65	49	Do.
Olneyville.....	3	6,584.62	1,800.00	800.00		6.64		2,106.64	4,427.98	32	
Providence.....	3	23,580.28	2,600.00	2,998.98	\$1,378.27	89.04	6,010.10	13,077.39	10,452.89	56	
Pawtucket.....	1	199,528.74	3,500.00	28,260.00		1,096.00	42,058.19	72,914.19	128,611.55	37	Do.
Warren.....	3	8,105.44	1,300.00			1.60		1,301.60	1,798.84	42	
Westerly.....	3	10,671.73	2,100.00	1,000.00	654.50	15.59		3,740.09	6,931.64	85	
Woonsocket.....	2	12,639.60	2,800.00	1,000.00	680.00	3.74		3,923.74	8,715.86	31	
Total.....		801,848.06	22,400.00	85,845.74	2,622.77	1,854.08	55,292.56	117,515.15	184,332.91	98	

SOUTH CAROLINA.

Alcon.....	3	\$3,815.63	\$1,400.00	\$300.00		\$4.22		\$1,694.32	\$1,911.31	50	
Anderson C. H.....	3	2,504.26	1,400.00	741.39		1.20		1,513.50	1,957.77	44	
Beaufort.....	3	2,560.54	1,300.00	200.00		80		1,608.80	1,959.74	43	
Camden.....	3	2,460.56	1,200.00	100.00		2.40		1,308.40	1,158.16	30	
Charleston.....	1	68,240.17	8,200.00	11,915.50		223.40	\$10,720.73	28,068.69	40,171.48	39	In Government building.
Charleston.....	3	2,978.25	1,800.00	180.00		.80		1,450.80	1,528.45	49	
Columbia.....	3	16,402.80	2,800.00	2,500.00		87.34		5,037.84	11,415.46	31	Do. Presidential June 1, 1887; no returns.
Darlington O. H.....	3										

Florence.....	3	2,508.58	1,200.00	154.21	.....	96	1,355.17	1,153.41	54
Georgetown.....	2	2,298.03	1,000.00	41.29	.....	2.80	1,044.10	1,253.81	45
Greenville C. H.....	2	8,369.02	2,000.00	855.00	\$217.50	27.83	8,130.33	5,258.69	37
Marion C. H.....	3	624.40	308.33	55.81	.....	3.50	964.73	1,159.67	60
Newberry C. H.....	3	3,786.05	1,800.00	204.16	.....	3.20	1,845.09	1,978.69	48
Orangeburg C. H.....	3	3,029.13	1,200.00	141.57	.....	4.12	1,345.09	1,683.44	43
Rock Hill.....	3	2,170.19	1,000.00	60.00	.....	3.68	1,000.00	1,170.19	46
Spartanburgh C. H.....	3	5,416.87	1,500.00	300.00	.....	1.28	2,303.63	3,113.29	43
Sumter C. H.....	3	4,118.44	1,500.00	76.00	.....	96	1,801.28	2,317.16	44
Winnebough.....	3	2,114.60	1,100.00	.....	.....	.....	1,176.96	2,937.64	55
Total.....	.....	133,374.64	25,068.33	17,835.06	247.50	315.71	10,729.72	79,138.31	40

Presidential from March 11, 1887.

TENNESSEE.

Bristol.....	3	\$4,631.59	\$1,600.00	\$300.00	.....	\$2.99	\$1,902.96	\$1,728.54	41
Brownsville.....	2	2,766.57	3,500.00	298.77	.....	1.50	1,500.13	1,286.24	54
Chattanooga.....	2	45,758.75	2,800.00	5,220.00	\$812.50	250.72	15,111.04	30,677.71	33
Clarksville.....	2	9,081.48	2,000.00	685.50	285.05	4.57	2,980.72	6,100.76	33
Cleveland.....	3	3,108.73	1,200.00	247.39	.....	4.08	1,454.07	1,634.66	48
Columbia.....	3	6,653.61	1,800.00	816.09	.....	7.74	2,617.41	4,038.17	39
Fayetteville.....	3	2,456.69	1,200.00	500.00	.....	2.72	1,300.72	1,156.17	52
Franklin.....	3	3,068.71	1,200.00	150.00	.....	2.28	1,852.32	1,686.39	45
Gallatin.....	3	3,128.25	1,200.00	241.58	.....	2.09	1,802.08	1,588.39	48
Greenville.....	3	2,278.45	1,000.00	200.00	.....	10.58	1,802.08	976.37	56
Knoxville.....	2	37,113.74	2,500.00	5,000.00	.....	91.53	2,810.48	4,550.76	38
Knoxton.....	2	3,315.49	1,400.00	310.00	.....	1.76	1,911.76	2,403.90	58
McMinnville.....	3	2,461.00	1,200.00	200.00	.....	355.48	1,400.48	1,090.53	56
Memphis.....	1	103,067.04	3,300.00	16,180.00	.....	.....	33,795.74	69,271.30	32
Morrisborough.....	3	2,840.05	1,200.00	416.84	.....	2.11	1,618.95	1,321.10	55
Morrisville.....	3	4,860.50	3,500.00	350.00	.....	2.64	1,853.64	3,016.66	38
Nashville.....	1	99,318.27	3,500.00	10,674.18	.....	470.23	98,915.47	60,462.60	39
Paris.....	2	2,284.08	1,100.00	250.00	.....	3.22	1,354.22	1,032.86	58
Paris.....	3	3,611.69	1,400.00	850.00	.....	3.96	1,752.08	1,789.52	51
Shelbyville.....	3	3,571.85	1,400.00	.....	.....	3.56	1,753.96	1,797.99	50
Tullahoma.....	3	2,168.55	1,000.00	117.00	.....	2.72	1,100.56	1,118.29	50
Tullahoma.....	3	2,960.82	1,200.00	.....	.....	2.06	1,319.72	1,671.20	43
Union City.....	3	4,182.09	1,500.00	243.00	.....	2.96	1,745.96	2,430.13	40
Winchester.....	3	2,267.10	1,100.00	.....	.....	1.52	1,101.62	1,105.58	50
Total.....	.....	364,893.96	40,500.00	53,096.86	1,098.15	1,282.35	41,796.86	236,671.64	38

In Government building.

Do.

Do.

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887—Continued.

TEXAS.

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.
Ablemo.....	3	\$1,782.37	\$1,800.00	\$250.00	.....	\$1.02	.....	\$2,151.92	\$-, 630.45	46	
Albany.....	3	1,954.77	1,100.00	100.00	.....	.24	.....	1,200.24	754.53	60	
Austin.....	3	34,584.60	2,800.00	7,869.08	.....	124.31	\$5,504.72	16,298.41	18,286.49	47	In Government building.
Beaumont.....	3	3,450.17	1,400.00	308.43	.....	5.88	.....	1,709.31	1,740.86	40	
Bellon.....	3	5,600.72	1,700.00	500.00	.....	1.28	.....	2,205.28	3,455.44	39	
Boonham.....	3	4,263.87	1,000.00	200.00	.....	1.08	.....	1,701.28	2,562.59	40	
Brackettsville.....	3	1,998.21	1,000.00	150.00	.....	2.89	.....	1,150.08	848.13	60	
Brahmen.....	3	5,770.16	1,700.00	716.61	.....	1.44	.....	3,419.44	3,350.72	41	
Brownsville.....	3	3,122.73	1,400.00	300.00	.....	1.12	.....	1,701.44	1,421.29	55	
Brownwood.....	3	3,454.53	1,400.00	300.00	.....	1.08	.....	1,701.12	1,783.41	49	
Bryan.....	3	4,110.98	1,500.00	102.50	.....	2.13	.....	1,502.13	2,446.80	60	
Burnet.....	3	2,529.55	1,100.00	400.00	.....	88	.....	1,200.88	1,582.63	43	
Calvert.....	3	2,783.51	1,200.00	.....	.....	.75	.....	1,643.22	53.08	94	
Cisco.....	3	1,696.30	1,200.00	516.67	.....	.....	.....	1,450.64	1,441.95	52	
Clarksville.....	3	3,892.59	1,200.00	250.00	.....	64	.....	2,951.17	2,951.17	42	
Cleburne.....	3	5,153.65	1,700.00	500.00	.....	2.48	.....	2,922.48	2,951.17	43	
Coleman.....	3	671.80	942.22	.....	.....	.....	.....	342.30	329.50	43	Presidential from March 10, 1887.
Colorado.....	3	4,957.07	1,700.00	.....	.....	1.08	.....	1,701.68	3,255.39	34	
Columbus.....	3	2,396.67	1,200.00	300.00	.....	1.06	.....	1,500.96	835.71	65	
Corpus Christi.....	3	4,305.13	1,500.00	400.00	.....	8.84	.....	1,903.84	2,401.29	44	
Corsicana.....	3	7,874.85	1,800.00	900.00	.....	6.08	.....	2,705.08	5,168.77	34	
Cuero.....	3	2,818.13	1,200.00	200.00	.....	1.12	.....	1,401.12	1,417.01	50	
Dallas.....	1	68,991.83	5,000.00	10,373.00	\$255.00	186.78	10,022.22	23,408.00	34,572.83	41	
Decatur.....	3	2,662.43	1,400.00	350.00	.....	64	.....	1,750.64	911.79	67	
Denison City.....	2	14,036.70	2,200.00	2,250.00	250.26	97.38	.....	4,797.62	9,239.08	34	
Denton.....	3	4,034.17	1,500.00	300.00	.....	1.28	.....	1,801.28	2,232.89	45	
Eagle Pass.....	3	2,625.09	1,200.00	.....	.....	.....	.....	1,200.16	1,424.93	46	
El Paso.....	3	13,600.27	2,800.00	.....	.....	.....	.....	5,636.20	7,930.07	41	
Ennis.....	3	3,418.35	1,400.00	2,500.00	.....	.....	.....	1,409.93	2,006.42	41	
Fort Worth.....	2	27,522.08	2,700.00	5,500.00	700.00	136.20	5,795.09	14,331.56	13,191.52	39	
Gainesville.....	3	8,097.68	1,900.00	1,500.00	463.50	282.37	.....	25,048.57	31,080.18	54	
Galveston.....	3	56,128.75	5,100.00	13,300.90	.....	6.00	.....	25,600.60	6,991.68	39	In Government building.
Gatesville.....	1	2,444.24	1,100.00	200.00	.....	.....	.....	1,306.32	2,143.62	64	
Georgetown.....	3	3,000.50	1,400.00	144.90	.....	.....	.....	1,544.94	1,455.63	65	
Greenville.....	3	2,326.77	1,200.00	249.99	.....	.....	.....	1,832.96	3,097.10	38	
Greenville.....	3	2,354.25	1,400.00	350.00	.....	2.96	.....	1,600.40	783.85	67	
Hempstead.....	3	2,354.25	1,400.00	100.68	.....	.72	.....	1,600.40	783.85	67	
Henderson.....	3	1,097.69	1,000.00	448.75	.....	.....	.....	1,448.83	539.03	70	
Henrietta.....	3	2,628.11	1,200.00	300.00	.....	2.91	.....	1,502.91	1,125.20	57	

Hillborough	3	3,725.13	1,400.00	200.00	1,297.93	64	1,400.64	2,324.49	38
Honey Grove	3	3,608.43	1,200.00	9,120.00	1,297.93	1.28	1,401.28	2,207.15	39
Houston	2	33,553.40	1,400.00	151.41	208.21	208.21	21,399.80	12,153.60	64
Huntsville	3	8,934.21	1,400.00	308.83	2.08	1.28	1,553.69	2,381.53	41
Jedreoon	3	8,402.53	1,900.00	306.25	2.42	2.08	1,810.41	1,592.12	58
La Grange	3	5,076.21	1,700.00	258.43	2.90	2.90	1,961.39	785.67	63
Lampasas	3	6,045.55	1,200.00	450.00	2.72	7.64	2,866.54	3,114.82	39
Longview	3	3,054.55	1,200.00	90.00	1.08	2.72	1,652.72	1,401.83	55
Luling	3	4,109.31	1,500.00	5.00	1.84	1.84	1,191.68	901.13	57
McKinney	3	2,403.70	1,100.00	.....	4.48	1,508.84	1,100.48	2,602.47	37
Marshall	3	7,735.77	1,800.00	300.00	3.84	3.84	9,003.84	1,303.22	46
Mexia	3	3,983.84	1,000.00	199.64	64	1,000.64	4,731.93	4,731.93	39
Mincoola	2	2,130.33	1,000.00	304.21	82	1,189.96	1,000.64	7,783.20	47
Navasota	3	2,718.27	1,300.00	304.21	80	1,805.01	1,300.39	930.39	57
Orange	2	2,453.53	1,000.00	.....	3.92	1,000.00	1,000.00	1,171.26	57
Palesine	2	5,323.30	2,000.00	379.83	4.08	3,547.75	1,463.53	1,775.55	68
Paris	3	9,239.63	1,900.00	1,088.61	56	1,350.56	2,992.69	6,276.96	32
Rockdale	3	2,446.43	1,200.00	150.00	1.16	1,600.16	1,600.16	1,059.87	58
San Angelo	2	3,709.07	2,500.00	6,900.00	377.63	7,848.18	19,415.80	2,108.91	43
San Antonio	2	84,415.45	2,400.00	1,800.00	1.20	1,601.20	1,568.22	14,999.65	56
San Marcos	2	8,997.43	1,400.00	100.00	24.14	8,922.14	7,791.69	1,568.22	45
Sherman	2	11,716.63	2,100.00	298.00	56	1,100.56	1,553.85	1,553.85	41
Snulphar Springs	3	2,654.41	1,000.00	300.60	2.24	1,502.24	1,884.92	1,884.92	44
Raytor	3	3,887.16	1,400.00	200.00	2.08	1,692.08	3,683.52	3,683.52	30
Temple	3	5,265.60	1,400.00	308.27	2.56	1,910.83	2,884.39	2,884.39	40
Terrill	3	4,775.23	1,600.00	700.00	6.32	2,408.32	4,102.16	4,102.16	37
Tyler	3	6,568.48	1,700.00	100.00	3.32	1,100.32	1,905.23	784.81	58
Uvalde	3	1,897.13	1,000.00	400.00	5.23	900.00	7,282.17	1,919.63	50
Victoria	3	3,624.98	1,500.00	8,875.00	17.17	3,04	2,000.00	15,184.95	32
Waco	2	22,477.12	2,500.00	600.00	3.04	2,308.04	2,308.04	2,210.98	48
Waxabachis	3	4,310.05	1,700.00	600.00	1.04	1,751.04	1,751.04	8,198.97	43
Weatherford	3	6,473.01	1,700.00	250.00	1.04	1,751.04	1,751.04	756.82	73
Wichita Falls	3	2,697.86	1,900.00	82,531.40	6,444.62	1,752.76	251,897.17	284,927.56	48
Total	.....	547,624.73	114,969.64	82,531.40	6,444.62	1,752.76	46,643.05	284,927.56	48

UTAH.

Logan	3	\$2,339.60	\$1,100.00	\$180.00	.....	\$1.60	\$1,231.60	\$1,058.00	57
Ogden City	2	13,336.82	2,900.00	2,900.00	\$720.00	20.02	6,940.02	7,898.90	44
Park City	3	3,744.61	1,600.00	200.00	.....	2.64	1,802.64	1,941.97	40
Provo City	3	2,785.11	1,000.00	.....	3.36	1,003.36	1,781.75	1,781.75	38
Salt Lake City	2	35,945.99	2,800.00	6,154.03	1,619.04	172.10	\$6,538.56	18,661.36	45
Total	.....	58,152.23	8,900.00	9,434.03	2,359.64	109.72	6,538.56	30,839.98	47

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887.—Continued.

VERMONT.

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.
Barre.....	3	\$5,112.22	\$1,500.00	\$133.15	.....	\$2.08	.....	\$1,635.23	\$3,476.99	31	
Bellevue Falls.....	3	7,098.26	1,900.00	720.00	2,625.92	5.92	.....	1,910.08	4,462.34	37	
Bennington.....	3	6,012.84	1,700.00	200.00	.....	10.08	.....	1,649.74	4,102.76	32	
Bradford.....	3	3,698.27	1,500.00	149.53	.....	1.16	.....	1,701.84	1,948.53	46	
Brantford.....	3	3,703.85	1,500.00	200.00	.....	1.84	.....	1,701.84	2,007.11	46	
Brattleborough.....	2	14,433.92	2,400.00	1,900.00	\$634.59	384.86	.....	11,808.18	9,054.47	37	
Burlington.....	2	32,911.59	2,700.00	3,186.68	.....	63.35	\$5,963.11	11,808.18	21,103.45	36	In Government building.
Fair Haven.....	3	4,048.02	1,500.00	.....	.....	88	.....	1,500.48	2,547.54	37	
Ludlow.....	3	2,173.01	1,200.00	500.00	.....	1.20	.....	1,201.20	971.81	57	
Middlebury.....	3	4,242.63	1,500.00	.....	950.00	2.07	.....	2,101.52	2,241.00	49	
Montpelier.....	2	11,659.16	2,300.00	1,300.00	.....	80	.....	4,612.07	6,977.09	40	
Newport.....	3	3,059.66	1,300.00	.....	.....	88	.....	1,300.80	1,758.86	42	
Northfield.....	3	2,421.20	1,100.00	.....	.....	88	.....	1,100.88	1,320.32	46	
Poulinville.....	3	3,279.00	1,400.00	.....	.....	1.04	.....	1,401.04	1,877.96	42	
Randolph.....	2	15,393.71	2,500.00	2,800.00	.....	53.58	2,677.91	8,051.40	7,352.23	53	
Saint Albans.....	2	9,774.90	2,000.00	1,800.00	479.96	1.06	.....	4,281.02	5,493.88	44	
Saint Johnsbury.....	2	9,312.43	2,000.00	1,000.00	621.30	13.60	.....	3,634.10	5,677.63	39	
Springfield.....	3	3,165.88	1,400.00	.....	.....	2.56	.....	1,402.56	1,764.32	44	
Swanton.....	3	3,309.45	1,100.00	50.00	.....	72	.....	1,190.72	1,118.73	53	
Verennes.....	3	3,296.44	1,400.00	213.00	.....	1.12	.....	1,644.12	1,652.32	50	
Waterbury.....	3	2,822.18	1,200.00	.....	.....	32	.....	1,200.82	1,621.86	43	
West Randolph.....	3	3,514.86	1,400.00	200.00	.....	48	.....	1,600.48	1,914.38	46	
White River Junction.....	3	2,902.50	1,200.00	249.53	.....	1.52	.....	1,501.52	1,400.98	52	
Windsor.....	3	3,198.50	1,400.00	249.53	.....	3.28	.....	1,650.80	1,547.91	52	
Woodstock.....	3	3,408.99	1,400.00	310.00	.....	3.28	.....	1,763.28	1,705.71	50	
Total.....	.....	162,870.36	40,600.00	15,321.94	2,745.85	551.18	8,541.02	67,769.99	95,100.37	42	

VIRGINIA.

Arlington.....	3	\$3,558.57	\$1,500.00	\$398.97	.....	\$1.36	.....	\$1,800.36	\$1,758.24	50	In Government building.
Alexandria.....	2	12,459.17	2,300.00	2,600.00	.....	113.08	.....	5,013.08	7,446.00	40	
Berryville.....	3	2,314.83	1,000.00	94.00	.....	50	.....	1,096.56	1,218.27	48	
Charlottesville.....	3	6,970.18	1,800.00	1,000.00	.....	12.96	.....	2,812.96	4,107.22	41	
Chatham.....	3	2,884.80	1,200.00	243.00	.....	87.82	.....	1,480.82	1,505.98	50	
Clayton.....	2	13,294.17	2,400.00	2,491.99	.....	6.70	.....	1,901.24	6,392.89	37	
Deerfield.....	3	3,121.61	1,400.00	404.21	.....	.72	.....	1,484.93	1,636.68	56	

Fortress Monroe.....	3	3,353.63	1,400.00	898.89	.....	11.72	.....	1,510.61	1,573.02	53
Fredericksburgh.....	8	5,971.62	1,700.00	810.00	.....	7.76	.....	2,517.76	3,454.06	42
Glen Allen.....	3	2,581.64	1,200.00	.....	.....	.10	.....	1,200.00	1,381.48	46
Gordonsville.....	3	3,036.00	1,100.00	250.00	.....	.....	.....	1,850.00	1,698.00	45
Hampton.....	3	8,270.79	1,600.00	200.00	.....	3.40	.....	2,503.40	3,467.19	34
Harrisonburgh.....	3	8,890.65	1,600.00	1,000.00	.....	3.40	.....	2,503.40	3,467.19	62
Leesburgh.....	8	3,112.48	1,300.00	1,000.00	.....	2.16	.....	1,602.16	1,510.30	52
Lexington.....	8	4,623.23	1,600.00	491.58	.....	3.04	.....	2,094.62	2,528.61	46
Liberty.....	3	4,417.75	1,600.00	850.00	.....	6.50	.....	1,856.59	2,561.16	42
Lynchburgh.....	2	28,493.25	2,700.00	5,460.00	\$1,025.00	598.81	85,187.73	14,881.54	13,611.71	52
Norfolk.....	1	47,655.71	3,000.00	8,060.00	.....	150.07	8,003.82	19,213.99	27,841.72	41
Petersburgh.....	2	20,328.24	2,300.00	3,200.00	.....	83.17	4,490.89	10,280.06	10,048.18	51
Portsmouth.....	3	7,793.89	1,900.00	500.00	.....	19.76	.....	2,418.76	3,373.63	31
Richmond.....	1	116,708.27	3,400.00	22,804.88	.....	701.83	20,245.94	47,152.65	69,555.62	40
Roanoke.....	3	9,626.89	1,900.00	1,000.00	.....	9.44	.....	2,909.44	6,716.95	30
Salem.....	3	3,451.62	1,400.00	75.00	.....	3.44	.....	1,481.44	1,970.48	43
Staunton.....	2	14,817.12	2,400.00	2,208.33	547.72	80.44	.....	6,228.16	9,688.96	35
Suffolk.....	3	8,607.18	1,400.00	208.33	.....	2.32	.....	1,610.65	1,994.53	44
University of Virginia.....	8	8,448.07	1,400.00	.....	.....	22.80	.....	1,422.80	2,025.27	41
Warrenton.....	3	8,866.12	1,400.00	350.00	.....	3.28	.....	1,753.28	2,112.84	46
Winchester.....	8	7,613.19	1,900.00	1,000.00	.....	11.76	.....	2,911.76	4,731.43	38
Woodstock.....	3	1,944.06	1,000.00	.....	.....	2.24	.....	1,152.24	791.82	58
Wytheville.....	3	8,538.82	1,400.00	850.00	.....	4.16	.....	1,754.16	1,784.66	51
Total.....	353,274.08	52,200.00	56,296.85	1,572.72	1,916.78	37,934.48	149,820.83	203,453.20	43

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WASHINGTON TERRITORY.

Cheney.....	8	\$2,210.23	\$1,100.00	\$207.95	90.32	\$1,808.27	\$901.85	59
Colfax.....	4	817.54	1,500.00	450.00	1.68	1,951.68	2,665.86	44
Dayton.....	8	8,919.91	1,400.00	308.43	.....	.88	.....	1,709.21	1,610.70	52
Ellensburg.....	8	8,951.07	1,000.00	100.00	.....	1.12	.....	1,101.12	2,848.95	28
North Yakima.....	8	1,905.54	1,029.16	375.00	.....	.08	.....	1,464.24	591.30	70
Olympia.....	8	8,879.29	1,500.00	900.00	.....	3.20	.....	2,403.20	1,476.09	62
Port Townsend.....	3	8,431.93	1,300.00	500.00	.....	.80	.....	1,800.80	1,631.13	53
Seattle.....	2	16,804.72	2,400.00	2,700.00	\$758.07	7.39	.....	5,065.46	11,130.29	34
Spokane Falls.....	8	9,270.45	1,100.00	.....	.....	11.84	.....	2,511.84	6,767.61	27
Sprague.....	2	2,807.74	2,100.00	.....	.....	1.12	.....	3,373.15	7,616.46	31
Tacoma.....	2	10,989.61	2,100.00	900.00	.....	16.55	.....	4,403.44	895.68	61
Vancouver.....	8	2,299.12	1,200.00	200.00	.....	3.44	.....	1,403.44	5,192.59	45
Walla Walla.....	2	9,421.19	2,100.00	1,500.00	.....	8.80	.....	4,228.60	.....	41
Total.....	.....	75,007.33	19,529.16	8,641.38	1,724.47	57.22	.....	29,962.13	45,045.20	81

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887.—Continued.

WEST VIRGINIA.

Offices.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expenses to gross receipts.	Remarks.
Charleston.....	2	\$12,581.31	\$2,200.00	\$1,200.00	.....	\$28.75	.....	\$3,428.75	\$9,152.56	27	In Government building.
Charleston.....	2	4,040.85	1,500.00	200.00	.....	2.72	.....	1,702.72	2,337.63	42	
Charleston.....	8	4,612.71	1,600.00	500.00	.....	5.92	.....	2,105.92	2,506.85	46	
Charmouth.....	8	2,637.21	1,200.00	250.00	.....	7.92	.....	1,983.53	56		
Frankton.....	8	8,259.17	1,400.00	250.00	.....	4.48	.....	1,654.48	1,604.69	51	
Harrison.....	8	5,520.62	1,600.00	450.00	.....	3.82	.....	2,053.92	3,466.70	38	
Huntington.....	8	8,285.58	1,700.00	600.00	.....	12.82	.....	2,812.82	5,472.76	38	
Marshallburg.....	8	2,200.98	1,000.00	62.08	.....	2.40	.....	1,064.48	1,136.50	48	
Monticello.....	8	2,484.32	1,100.00	.....	.....	1.84	.....	1,101.84	1,382.48	44	
Parsons.....	2	18,454.68	2,300.00	2,250.00	.....	36.25	.....	4,598.25	8,870.44	34	
Parsons.....	8	8,039.85	1,200.00	100.00	.....	1.84	.....	1,802.40	1,787.43	42	
Piedmont.....	8	2,729.86	1,200.00	.....	.....	1.84	.....	1,201.84	1,528.02	44	
Wellburg.....	8	2,433.36	1,100.00	181.55	.....	1.28	.....	1,282.83	1,150.53	52	
Wellburg.....	8	42,584.96	2,900.00	9,400.00	.....	293.81	\$7,698.97	20,300.78	22,284.18	47	Do.
Total.....	.....	108,094.21	22,000.00	15,423.63	.....	898.65	7,698.97	45,428.25	62,665.96	42	

WISCONSIN.

Anigo.....	8	\$3,486.62	\$1,300.00	\$66.66	.....	\$1.02	.....	\$1,368.58	\$2,118.04	40	
Appleton.....	2	13,101.87	2,400.00	1,500.00	\$801.05	15.04	.....	4,716.99	8,474.88	36	
Athland.....	8	9,521.62	1,413.50	216.30	.....	6.64	.....	1,636.53	7,885.09	17	
Aurora.....	8	2,023.61	1,000.00	.....	.....	4.48	.....	1,000.48	1,023.13	50	
Baraboo.....	8	8,235.86	1,700.00	400.00	.....	3.68	.....	2,103.68	4,232.18	33	
Beaver Dam.....	8	4,430.43	2,200.00	1,200.00	940.00	17.24	.....	1,600.96	2,831.48	35	
Beloit.....	2	10,420.45	2,200.00	1,162.00	.....	1.68	.....	4,857.24	6,063.10	42	
Berlin.....	8	4,984.87	1,600.00	300.00	.....	1.20	.....	1,783.68	3,222.69	36	
Black River Falls.....	8	4,000.46	1,400.00	.....	.....	1.20	.....	1,701.20	2,299.28	43	
Boscobel.....	8	2,590.74	1,100.00	200.00	.....	1.20	.....	1,300.79	1,289.00	50	
Brookfield.....	8	2,590.74	1,100.00	200.00	.....	1.20	.....	1,300.79	1,289.00	50	
Burlington.....	8	8,671.60	2,000.00	1,200.00	.....	1.20	.....	1,200.96	1,870.64	46	
Black River Falls.....	8	8,972.03	2,000.00	1,200.00	469.61	12.44	.....	3,682.05	5,289.98	41	
Chippewa Falls.....	8	2,842.53	1,100.00	300.00	.....	1.13	.....	1,301.13	1,541.41	50	
Clinton.....	8	4,960.10	1,300.00	.....	.....	1.68	.....	1,850.68	3,109.42	26	
Cuba.....	8	2,801.07	1,267.50	.....	.....	1.20	.....	1,268.70	1,532.37	46	Ten days in one quarter 1887 do not count.
Dodgeville.....	8	8,998.68	1,600.00	.....	.....	1.20	.....	1,501.20	2,497.48	38	

Post-Office	1	2	3	4	5	6	7	8	9	10	11	12	Total	Number of Offices
De Pere.....	3	2, 921.86	1, 260.00	83.10	.....	.....	.....	.....	.....	.....	.....	.....	1, 687.36	41
Dodgeville.....	3	2, 160.54	1, 100.00	100.50	.....	.....	.....	.....	.....	.....	.....	.....	1, 539.40	55
Edin Claire.....	2	1, 943.10	2, 500.00	2, 800.82	1, 568.00	.....	.....	.....	.....	.....	.....	.....	4, 724.60	72
Edgerton.....	3	2, 282.86	1, 100.00	200.00	.....	.....	.....	.....	.....	.....	.....	.....	989.30	57
Elkhorn.....	3	2, 435.86	1, 300.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	1, 385.00	44
Evansville.....	3	2, 860.22	2, 300.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	1, 658.94	43
Fond du Lac.....	3	15, 865.56	2, 400.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	9, 278.67	42
Fort Atkinson.....	3	4, 732.17	1, 900.00	286.00	.....	.....	.....	.....	.....	.....	.....	.....	2, 960.97	38
Fort Howard.....	3	2, 283.37	1, 100.00	900.00	.....	.....	.....	.....	.....	.....	.....	.....	583.37	74
Grand Rapids.....	3	2, 125.95	2, 900.00	1, 372.00	.....	.....	.....	.....	.....	.....	.....	.....	962.41	57
Green Bay.....	3	10, 642.44	2, 100.00	1, 162.00	394.55	.....	.....	.....	.....	.....	.....	.....	6, 784.06	87
Irondale.....	3	4, 884.75	2, 300.00	2, 000.00	1, 288.35	.....	.....	.....	.....	.....	.....	.....	2, 718.78	39
Janesville.....	3	17, 860.99	2, 300.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	11, 657.53	35
Jefferson.....	3	3, 439.69	1, 300.00	800.00	.....	.....	.....	.....	.....	.....	.....	.....	1, 927.86	44
Kenosha.....	3	3, 381.95	2, 300.00	500.00	.....	.....	.....	.....	.....	.....	.....	.....	2, 277.81	33
La Crosse.....	3	3, 908.64	2, 300.00	8, 500.00	1, 810.00	.....	.....	.....	.....	.....	.....	.....	15, 074.90	47
Lake Geneva.....	3	3, 788.52	1, 300.00	16.00	.....	.....	.....	.....	.....	.....	.....	.....	2, 381.20	40
Lancaster.....	3	80, 140.85	2, 300.00	5, 850.89	.....	.....	.....	.....	.....	.....	.....	.....	17, 965.43	40
Madison.....	3	6, 651.26	1, 700.00	302.00	.....	.....	.....	.....	.....	.....	.....	.....	4, 742.38	30
Manitowoc.....	3	6, 953.85	1, 700.00	100.00	.....	.....	.....	.....	.....	.....	.....	.....	5, 247.42	24
Marinette.....	3	3, 652.09	1, 400.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	2, 161.25	27
Marshfield.....	3	2, 052.40	1, 100.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	1, 184.94	24
Mauston.....	3	3, 448.86	1, 300.00	400.00	.....	.....	.....	.....	.....	.....	.....	.....	1, 647.02	33
Menasha.....	3	4, 895.65	1, 300.00	500.00	.....	.....	.....	.....	.....	.....	.....	.....	2, 792.45	43
Merrill.....	3	4, 771.96	1, 300.00	200.00	.....	.....	.....	.....	.....	.....	.....	.....	2, 970.60	36
Mineral Point.....	3	274, 940.41	3, 900.00	43, 413.08	1, 002.26	.....	.....	.....	.....	.....	.....	.....	175, 216.87	36
Monroe.....	3	3, 953.79	1, 400.00	186.00	.....	.....	.....	.....	.....	.....	.....	.....	1, 662.43	33
Neenah.....	3	4, 879.81	1, 700.00	500.00	.....	.....	.....	.....	.....	.....	.....	.....	3, 076.53	38
Nellville.....	3	5, 844.98	1, 700.00	225.00	.....	.....	.....	.....	.....	.....	.....	.....	3, 916.06	33
New London.....	3	3, 235.30	1, 400.00	280.00	.....	.....	.....	.....	.....	.....	.....	.....	1, 684.26	32
New Richmond.....	3	2, 539.26	1, 300.00	89.95	.....	.....	.....	.....	.....	.....	.....	.....	1, 748.43	44
Oconomowoc.....	3	2, 677.14	1, 200.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	1, 968.50	46
Ontonagon.....	3	3, 669.15	1, 500.00	500.00	.....	.....	.....	.....	.....	.....	.....	.....	2, 127.36	45
Oshkosh.....	3	3, 715.88	2, 300.00	3, 100.00	1, 611.51	.....	.....	.....	.....	.....	.....	.....	9, 587.65	69
Platteville.....	2	23, 157.20	2, 600.00	8, 100.00	.....	.....	.....	.....	.....	.....	.....	.....	2, 065.38	59
Portage.....	3	3, 497.64	1, 400.00	500.00	.....	.....	.....	.....	.....	.....	.....	.....	3, 569.25	39
Prarie du Chien.....	3	5, 171.65	1, 700.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	3, 469.25	38
Racine.....	3	2, 839.23	2, 400.00	3, 299.96	1, 473.71	.....	.....	.....	.....	.....	.....	.....	1, 288.72	58
Reedsville.....	2	26, 624.04	1, 200.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	13, 918.90	48
Richland Centre.....	3	2, 600.41	1, 300.00	600.00	.....	.....	.....	.....	.....	.....	.....	.....	1, 896.61	48
Ripon.....	3	2, 867.13	1, 200.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	2, 648.42	46
River Falls.....	3	4, 511.70	1, 600.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	2, 608.96	46
Shboygan.....	3	3, 273.64	1, 400.00	599.96	728.59	.....	.....	.....	.....	.....	.....	.....	1, 872.12	32
Shboygan Falls.....	3	10, 419.01	2, 100.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	9, 683.32	35
Sparta.....	3	2, 187.80	1, 100.00	400.00	.....	.....	.....	.....	.....	.....	.....	.....	1, 987.16	60
Stoughton.....	3	5, 239.79	1, 700.00	400.00	.....	.....	.....	.....	.....	.....	.....	.....	4, 184.91	60
Stevens Point.....	3	9, 789.73	1, 800.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	9, 563.08	32
Sturgeon.....	3	3, 938.52	1, 600.00	309.53	.....	.....	.....	.....	.....	.....	.....	.....	2, 295.85	39
Sturgeon Bay.....	3	2, 222.53	1, 000.00	1, 257.89	74
Superior.....	3	1, 221.23	45

In Government building.

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No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1887—Continued.

WISCONSIN—Continued.

Offices.	Class.	Gross receipts.	Salary.	Clerk-hire.	Reut. light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expenses to gross receipts.	Remarks.
Tomah.....	3	\$2,086.71	\$1,400.00	\$200.00	.....	\$0.80	.....	\$1,600.80	\$1,385.91	53	
Viroqua.....	3	2,467.17	1,100.00	200.00	.....	1.20	.....	1,301.20	1,183.97	52	
Watertown.....	3	8,167.72	1,800.00	800.00	.....	8.28	.....	2,600.28	6,387.44	33	
Wausau.....	3	8,713.28	2,000.00	800.00	\$530.00	6.68	.....	3,336.68	5,376.60	38	
Waupaca.....	2	3,122.03	1,300.00	150.00	.....	1.40	.....	1,451.40	1,670.63	48	
Waupuna.....	3	2,668.23	1,500.00	.....	.....	.....	.....	1,500.00	2,167.23	41	
Wausau.....	3	7,484.29	1,800.00	500.00	.....	8.58	.....	2,798.58	4,785.71	36	
White Water.....	3	7,151.73	1,800.00	25.00	.....	3.20	.....	1,828.20	5,323.53	25	
Total.....	.....	743,553.45	121,881.00	85,694.28	14,096.74	2,469.82	\$75,686.44	299,828.07	443,725.38	40	

WYOMING.

Buffalo.....	3	\$2,853.35	\$1,100.00	.....	.....	.....	.....	\$1,100.00	\$1,753.35	38	
Cheyenne City.....	2	16,805.49	2,400.00	\$2,340.00	\$4.00	\$25.40	.....	4,769.40	12,036.09	28	
Evansston.....	3	4,107.40	1,400.00	400.00	.....	.....	.....	1,400.80	2,706.60	33	
Laramie City.....	3	7,942.90	1,800.00	200.00	4.00	2.00	.....	2,206.00	5,736.90	28	
Rawlins.....	3	4,176.90	1,400.00	450.00	.....	2.16	.....	1,652.16	2,524.74	41	
Total.....	.....	35,946.04	8,100.00	2,990.00	8.00	30.36	.....	11,128.36	24,817.68	31	

No. 11.—Statement showing the transactions of the money-order offices of the United States for the fiscal year ended June 30, 1887.

States and Territories.	Balance from last year. #	Domestic money-orders issued.			Postal notes issued.		
		Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama	\$23,944.92	150,826	\$2,120,624.10	\$15,814.81	66,950	\$124,063.60	\$2,013.66
Arizona	11,797.41	32,917	676,920.63	4,349.07	13,055	26,471.22	392.04
Arkansas	30,707.96	147,556	2,346,199.21	16,658.37	75,880	139,257.85	2,290.45
California	87,009.11	345,804	5,080,853.66	36,968.19	158,807	314,998.17	4,771.02
Colorado	46,287.59	160,659	2,603,845.12	18,656.77	89,389	171,923.76	2,684.91
Connecticut	9,453.00	116,161	1,304,673.27	10,684.64	91,840	172,379.76	2,761.29
Dakota	15,469.25	92,423	1,188,239.52	9,002.66	113,740	205,975.97	3,417.81
Delaware	2,327.00	12,923	166,084.71	1,280.45	13,272	24,801.70	898.34
District of Columbia	9,421.29	48,225	732,726.45	5,247.11	23,885	49,479.64	718.44
Florida	23,737.18	103,589	1,408,135.92	10,614.62	45,437	103,543.19	1,665.90
Georgia	31,905.93	176,246	2,445,097.30	18,383.84	102,551	198,698.02	3,080.94
Idaho	30,373.42	27,193	526,245.45	3,468.52	13,865	27,486.33	417.00
Illinois	84,678.70	724,384	8,075,812.08	66,537.24	473,800	881,052.25	14,207.85
Indiana	37,812.85	367,441	4,044,266.60	33,603.35	249,424	456,632.70	7,490.19
Indian Territory	1,742.54	7,899	157,588.65	1,027.80	5,852	11,189.36	175.74
Iowa	63,088.32	463,093	4,875,936.61	41,473.28	462,670	811,793.92	13,896.90
Kansas	57,454.41	485,399	5,357,921.50	44,547.97	381,742	674,633.00	11,464.56
Kentucky	16,180.41	134,082	1,542,208.26	12,561.57	67,832	123,694.45	2,035.98
Louisiana	69,069.42	132,689	2,432,833.03	16,392.58	30,668	57,535.18	919.02
Maine	16,239.18	91,742	1,237,393.98	9,431.68	75,131	145,180.26	2,291.73
Maryland	6,606.54	71,424	990,313.21	7,448.62	69,842	120,427.49	1,797.84
Massachusetts	40,215.63	283,424	3,594,342.21	27,856.95	223,327	429,591.65	6,710.55
Michigan	54,661.91	423,730	4,702,284.20	38,836.37	321,186	594,102.64	9,648.45
Minnesota	36,495.27	223,843	2,609,709.18	21,043.57	168,878	311,810.36	5,070.57
Mississippi	28,403.76	171,331	2,374,377.85	17,893.69	51,963	92,903.69	1,554.24
Missouri	63,321.28	402,615	4,897,501.69	32,776.85	272,079	499,117.07	8,175.09
Montana	22,191.84	45,964	788,266.62	5,409.12	31,044	62,127.92	932.43
Nebraska	31,655.38	202,710	2,114,636.03	17,937.35	200,634	351,167.73	6,029.43
Nevada	6,284.72	31,983	582,070.34	3,930.33	12,434	26,441.68	373.47
New Hampshire	6,260.13	56,377	653,983.65	5,319.42	63,881	125,493.59	1,918.08
New Jersey	11,133.38	107,502	1,416,421.33	3,817.37	67,336	124,636.53	2,022.81
New Mexico	13,083.28	31,141	4,476,342.62	3,413.07	18,430	37,021.47	553.50
New York	151,382.06	652,066	8,315,079.32	64,233.03	485,540	927,649.33	14,662.35
North Carolina	21,552.42	132,024	1,791,375.99	13,624.58	80,254	157,082.51	2,409.96
Ohio	49,509.68	566,754	6,151,000.60	51,378.19	425,773	792,264.46	12,791.64
Oregon	43,671.53	87,998	1,423,172.73	9,741.51	44,486	81,392.01	1,336.65
Pennsylvania	64,671.71	491,119	5,276,592.64	49,349.99	407,967	782,611.14	12,361.59
Rhode Island	4,930.49	67,442	474,429.46	5,682.53	21,817	40,637.95	658.26
South Carolina	17,603.67	99,155	1,296,051.96	10,017.45	48,444	96,810.34	1,448.31
Tennessee	31,791.16	164,869	2,287,351.97	17,170.28	70,582	131,781.12	2,122.74
Texas	137,462.44	601,187	8,039,916.19	56,829.90	217,329	393,909.43	6,525.87
Utah	15,116.78	30,050	488,793.02	3,412.97	14,986	30,674.98	450.03
Vermont	7,035.77	51,063	545,338.68	4,587.34	54,622	101,568.13	1,640.58
Virginia	22,854.53	118,543	1,473,991.93	11,635.54	81,205	156,698.92	2,009.48
Washington	10,263.71	62,134	1,071,466.67	7,347.96	33,476	62,487.33	1,435.75
West Virginia	7,467.30	50,487	572,574.37	4,674.47	43,091	81,853.70	1,290.66
Wisconsin	54,921.94	292,592	3,641,519.99	28,866.55	216,330	409,321.33	6,510.75
Wyoming	6,798.28	26,074	434,648.28	2,978.98	12,644	25,655.66	379.62
Total	1,635,745.49	9,232,177	117,462,660.89	912,876.40	6,307,552	11,768,824.81	189,844.66

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	International money-orders issued.			Number of certificates of deposit.	Deposits received from postmasters.	Drafts on postmasters at New York, N. Y.
	Number.	Amount.	Fees.			
Alabama	1,777	\$30,903.90	\$362.95	11,147	\$1,065,479.21	\$46,892.09
Arizona	376	9,046.61	100.00		4,225.00	4,410.00
Arkansas	830	12,613.22	157.80	11,652	1,102,000.61	68,245.00
California	29,955	560,442.65	6,489.85	21,012	4,094,076.54	12,566.00
Colorado	15,086	353,672.93	3,716.20	11,293	1,793,036.00	27,108.00
Connecticut	16,537	213,615.15	2,734.55	6,128	418,098.76	246,677.00
Dakota	2,995	61,114.59	703.45	1,504	129,245.00	153,622.00
Delaware	1,092	14,789.46	186.30			7,245.00
District of Columbia	6,936	165,336.65	1,908.20	5,642	1,322,042.27	24,153.51
Florida	1,394	28,810.24	331.00	5,600	456,982.41	33,114.05
Georgia	2,359	50,662.19	577.45	24,638	1,890,666.57	285,798.00
Idaho	429	12,024.99	132.25	662	123,913.71	2,679.00
Illinois	53,507	766,535.68	9,587.20	91,712	8,638,666.62	1,631,515.19
Indiana	6,322	76,422.87	1,025.90	24,723	1,458,948.10	623,171.00
Indian Territory						
Iowa	6,512	76,860.34	1,042.60	46,299	2,018,209.66	906,316.00
Kansas	3,630	45,793.10	616.45	5,705	428,484.88	741,840.00
Kentucky	3,302	48,452.21	599.60	10,017	731,034.19	307,285.00
Louisiana	5,652	120,154.28	1,354.05	22,133	3,263,009.03	3,135.00
Maine	4,445	72,365.29	882.95	9,044	816,024.16	90,762.00
Maryland	7,092	98,445.56	1,246.25	11,525	948,167.04	174,650.00
Massachusetts	66,034	948,893.11	11,769.65	37,080	2,253,417.38	447,762.50
Michigan	23,247	315,476.99	4,031.20	31,455	1,873,087.99	755,940.00
Minnesota	9,930	147,297.92	1,831.40	31,461	1,934,897.48	265,055.00
Mississippi	437	7,481.35	88.40		1,735.00	105,065.00
Missouri	14,863	236,216.93	2,875.00	109,585	8,185,873.14	380,214.00
Montana	5,863	135,418.14	1,484.90	3,987	601,829.17	3,240.00
Nebraska	3,730	52,216.33	663.90	21,081	1,648,965.45	163,794.19
Nevada	1,178	24,300.11	273.90		3,530.00	139.00
New Hampshire	3,801	56,341.80	699.25			84,999.00
New Jersey	29,571	306,482.85	4,752.45	1,668	70,987.50	336,456.00
New Mexico	610	12,808.06	146.95	3,986	361,815.36	18,690.00
New York	155,032	2,104,097.68	26,651.55	71,622	29,760,279.13	2,556,882.16
North Carolina	817	18,020.95	206.30	4,787	326,747.00	139,340.00
Ohio	26,822	347,320.71	4,501.75	59,681	3,098,121.93	1,126,349.00
Oregon	3,273	68,458.94	790.10	11,704	1,470,798.16	85,994.00
Pennsylvania	56,243	727,374.16	9,395.65	53,567	4,707,909.28	637,057.00
Rhode Island	9,200	122,913.39	1,571.60	2,531	181,713.86	1,105.00
South Carolina	1,416	31,122.21	351.70	9,732	723,550.64	62,825.00
Tennessee	2,294	36,120.30	440.85	20,594	1,697,511.90	138,877.00
Texas	7,436	139,090.19	1,632.20	39,407	4,538,469.45	396,697.50
Utah	2,023	24,649.28	331.55	3,356	444,025.95	61,020.00
Vermont	2,462	40,233.34	489.20		220.00	142,152.00
Virginia	2,439	48,982.89	568.15	17,689	1,441,020.17	235,119.00
Washington	1,855	37,591.47	429.70		24,686.00	
West Virginia	788	9,702.70	128.10			73,695.00
Wisconsin	12,944	163,034.91	2,143.45	30,833	2,255,898.12	358,795.00
Wyoming	877	16,132.91	187.05			
Total	615,405	9,035,530.31	112,093.30	876,042	98,258,379.82	13,843,325.61

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	Transferred from post-age fund.	Gain.	Pre-mium.	Balance due post-masters.	Domestic money-orders.			
					Paid.		Repaid.	
					No.	Amount.	No.	Amount.
Alabama	\$1,594.13			\$90.13	76,209	\$1,122,422.90	1,307	\$16,350.10
Arizona	21.38				7,534	222,401.64	315	9,947.69
Arkansas	1,142.86	\$9.40	\$212.37	69.15	63,040	1,125,723.64	1,608	22,260.03
California	26,881.26	4.92		356.83	271,147	4,992,827.62	3,058	44,240.81
Colorado	2,896.51			93.66	87,874	1,600,868.92	1,463	26,653.51
Connecticut	9,044.53			131.08	135,378	1,933,822.43	1,650	6,267.40
Dakota	6,907.60	.93		611.73	89,558	700,807.87	946	12,362.07
Delaware	678.94			8.17	7,771	106,729.25	65	612.53
District of Columbia		117.50			80,254	953,369.71	348	5,416.27
Florida	4,544.27		13.03	133.65	49,885	868,160.72	953	12,609.45
Georgia	2,115.61	1.99		122.12	151,544	2,130,485.26	1,268	13,093.08
Idaho	489.41		.85	6.55	6,374	192,458.56	203	5,788.10
Illinois	33,890.56	1.17		1,580.25	1,137,982	11,709,069.01	5,202	55,398.09
Indiana	13,519.76	16.33		470.09	274,860	3,522,229.53	2,424	24,229.67
Indian Territory	27.78				1,162	26,290.53	66	1,040.65
Iowa	26,426.75	.67	348.96	746.54	311,352	3,999,891.90	3,790	35,862.11
Kansas	29,661.80	1.58		350.51	251,363	3,874,298.19	5,027	52,538.73
Kentucky	5,446.38			241.80	138,737	1,898,864.05	1,073	13,431.48
Louisiana	401.47			22.64	175,883	2,553,026.54	871	6,269.84
Maine	5,936.39			137.64	95,552	1,271,608.55	438	5,535.26
Maryland	5,435.25			69.12	111,351	1,711,183.32	1,676	21,481.01
Massachusetts	27,338.60			313.48	526,819	4,784,519.40	3,130	31,754.95
Michigan	19,243.68	1.98		734.18	323,984	4,078,862.67	1,696	18,687.52
Minnesota	154,116.55			112.44	161,933	2,738,722.67	1,317	14,949.42
Mississippi	644.78		310.05	77.64	62,829	909,062.83	3,317	38,663.60
Missouri	12,716.02			551.79	501,812	8,182,188.69	401	7,102.11
Montana	563.16			230.33	11,145	245,832.28	1,929	20,093.22
Nebraska	10,309.88	1.58		712.19	110,777	1,617,641.32	234	3,937.94
Nevada	250.58	1.29			7,423	156,930.55	283	3,098.46
New Hampshire	4,866.27			29.81	37,024	529,602.07	737	9,073.29
New Jersey	13,142.20	1.96		407.64	90,616	1,441,864.05	341	5,502.54
New Mexico	3,788.37	1.58		41.81	8,907	189,916.39	4,540	58,736.18
New York	51,041.53	3.10		10,354.20	1,471,733	15,064,798.39	915	9,620.80
North Carolina	6,295.06	9.34	1.47	186.80	60,643	908,578.17	3,754	13,706.97
Ohio	25,573.74	19.24		815.49	644,631	7,299,519.16	2,311	42,522.05
Oregon	2,272.59			91.90	50,690	1,236,751.26	231	2,405.48
Pennsylvania	24,345.59	9.54		409.54	602,290	6,602,265.87	588	5,805.96
Rhode Island	1,015.91			14.72	24,815	358,433.88	1,232	14,779.72
South Carolina	1,590.18			40.57	48,676	668,587.68	407	3,873.54
Tennessee	7,123.66	.62		191.70	163,222	2,543,268.41	4,243	37,626.95
Texas	19,518.43	.79	112.92	530.21	280,148	5,257,561.99	247	3,873.54
Utah	1,201.60			317.25	19,473	406,143.47	841	10,225.56
Vermont	4,082.70			165.91	33,090	492,630.74	618	9,726.15
Virginia	5,264.54	5.18		113.51	97,939	1,438,969.59	359	3,738.03
Washington	4,488.52	.87		58.92	20,791	486,915.15	2,090	23,965.52
West Virginia	1,227.83			4.80	24,740	340,643.26	201	3,137.28
Wisconsin	13,473.14			832.60	219,490	3,055,333.10		
Wyoming					5,199	109,480.97		
Total	592,796.73	200.52	899.65	22,550.09	9,139,562	116,406,329.38	71,265	857,637.28

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	Postal notes.				International money-orders.			
	Paid.		Repaid.		Paid.		Repaid.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Alabama.....	25,206	\$52,381.80	747	\$1,283.92	202	\$4,406.05	3	\$7.53
Arizona.....	2,363	5,408.02	164	324.97	51	1,373.36	1	45.00
Arkansas.....	29,289	60,731.00	988	1,844.40	404	11,029.91	2	7.00
California.....	115,412	248,366.63	2,174	4,421.35	9,526	222,780.88	100	1,416.86
Colorado.....	40,807	84,520.50	1,254	2,500.93	1,336	33,475.13	40	859.58
Connecticut.....	116,556	181,750.89	993	1,836.05	4,759	64,442.67	65	563.42
Dakota.....	29,457	52,477.42	1,635	3,114.34	1,576	48,598.16	21	227.80
Delaware.....	4,309	9,474.99	129	210.26	166	3,877.61	8	131.82
District of Columbia.....	75,312	118,424.28	540	1,132.90	4,059	36,145.16	24	425.55
Florida.....	21,515	43,920.75	905	1,658.65	877	21,994.33	4	110.73
Georgia.....	74,993	153,801.76	1,280	2,491.51	318	6,024.19	13	304.17
Idaho.....	2,330	5,367.52	148	314.91	115	4,901.63	9	351.53
Illinois.....	811,089	1,494,613.64	5,233	9,621.84	20,376	374,742.98	213	2,941.49
Indiana.....	162,990	305,876.00	2,648	4,810.11	2,543	57,077.71	31	231.28
Indian Territory.....	562	1,092.23	66	126.56	.....	.....	.....	.....
Iowa.....	238,089	469,480.96	5,337	9,565.50	3,354	96,743.72	36	298.36
Kansas.....	145,166	282,266.87	5,328	9,693.31	2,094	61,028.61	18	156.72
Kentucky.....	69,942	116,266.46	792	1,456.79	979	22,204.25	15	262.80
Louisiana.....	178,631	299,419.85	474	910.79	2,312	41,205.36	19	222.50
Maine.....	56,234	110,091.99	741	1,387.67	4,709	56,887.46	13	147.44
Maryland.....	75,787	138,703.43	872	1,740.27	2,132	41,490.25	25	259.94
Massachusetts.....	432,225	783,032.88	3,439	7,037.76	19,558	291,768.50	264	3,297.73
Michigan.....	224,825	435,445.78	3,942	7,308.65	9,792	189,693.17	145	2,136.38
Minnesota.....	116,369	230,131.35	2,458	4,705.54	5,254	150,099.73	51	523.45
Mississippi.....	17,149	35,480.89	711	3,310.34	104	2,548.62	2	29.55
Missouri.....	353,134	688,892.14	3,452	6,443.73	5,039	119,389.21	47	673.17
Montana.....	6,229	13,734.03	410	854.65	385	14,436.50	8	205.73
Nebraska.....	82,509	163,852.35	2,616	4,702.28	2,391	75,419.78	20	213.44
Nevada.....	2,581	6,018.03	116	269.52	125	3,736.30	4	67.06
New Hampshire.....	39,284	64,832.97	567	1,079.43	616	8,870.39	16	142.93
New Jersey.....	51,562	90,794.61	913	1,717.21	5,578	110,744.73	111	1,487.99
New Mexico.....	3,561	7,918.56	302	591.76	61	1,671.88	4	27.61
New York.....	1,154,901	2,050,687.37	7,209	13,665.87	69,462	991,975.47	500	6,157.69
North Carolina.....	35,226	75,711.42	984	1,940.60	131	2,489.97	5	43.98
Ohio.....	503,576	889,654.82	4,834	8,978.27	9,087	175,397.73	130	1,580.31
Oregon.....	21,322	43,695.28	626	1,201.92	1,469	36,928.77	14	255.04
Pennsylvania.....	478,828	863,275.21	6,153	12,207.06	17,520	278,518.11	207	2,390.72
Rhode Island.....	14,663	28,757.95	464	1,014.13	1,291	21,569.07	37	391.53
South Carolina.....	21,511	47,992.26	608	1,246.14	231	6,687.95	7	53.26
Tennessee.....	64,880	125,072.31	839	1,586.26	410	8,157.61	7	53.26
Texas.....	98,192	198,490.17	3,049	5,603.60	2,584	69,632.29	44	542.05
Utah.....	7,467	17,186.87	162	353.87	299	7,305.14	10	44.98
Vermont.....	26,643	51,963.59	559	1,006.14	882	17,721.57	9	158.04
Virginia.....	47,617	102,674.19	998	1,835.14	672	14,605.54	10	167.73
Washington.....	8,042	16,980.05	560	1,169.97	1,175	32,446.73	5	39.90
West Virginia.....	14,241	31,885.41	559	1,036.64	172	4,806.21	2	3.50
Wisconsin.....	129,196	208,942.80	2,450	4,743.60	5,962	167,910.41	80	1,162.65
Wyoming.....	2,079	4,540.09	125	235.04	93	2,196.33	5	142.49
Total.....	6,294,453	11,572,081.27	81,553	154,686.24	222,122	4,018,703.93	2,398	30,562.04

No. 11.—Statement showing the transactions of the money-order offices, etc.—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		\$2,206,842.34	\$1,294.66	\$197.20	\$10.50
Arizona		486,467.06	276.27		11.02
Arkansas		2,454,071.19	2,303.50	355.98	202.55
California		4,585,441.75	607.38	240.81	3,844.81
Colorado		3,153,995.96	1,990.29		2,641.44
Connecticut		783,517.29	671.91		1,890.00
Dakota		876,846.35	1,038.70		13.70
Delaware		93,556.04	86.82		
District of Columbia		1,167,519.00			23,631.84
Florida		1,096,614.69	2,161.63	397.82	2.10
Georgia		2,546,590.79	1,066.95	275.88	3,168.26
Idaho		480,733.59	349.47	92.00	189.01
Illinois		6,425,995.38	3,778.98	751.14	7,697.55
Indiana		2,781,331.02	1,742.25	346.34	10.74
Indian Territory		141,799.00	5.00		
Iowa		4,135,111.47	4,787.78	451.89	28.65
Kansas		3,017,273.32	2,406.48	1,133.93	71.23
Kentucky		780,466.42	1,179.78	154.55	14.10
Louisiana		2,984,468.29	1,030.20	870.00	1.75
Maine		930,127.32	666.43	16.65	26.08
Maryland		444,475.50	680.22	23.71	28.40
Massachusetts		1,863,529.85	2,058.34	8.54	234.33
Michigan		3,531,711.08	1,677.07	319.13	30.45
Minnesota		2,828,428.23	1,654.46	51.12	39.06
Mississippi		1,637,683.67	775.84	63.61	19.18
Missouri		5,193,045.31	2,084.66	118.75	5,836.91
Montana		1,304,822.62	7.25		259.39
Nebraska		2,462,861.27	1,530.78	320.15	252.86
Nevada		463,038.00	1,141.19		
New Hampshire		321,765.00	331.52	84.58	4.75
New Jersey		687,578.42	70.31		
New Mexico		703,381.36	393.00		
New York	\$14,803,340.19	10,599,029.23	340,253.67	16.26	67,057.24
North Carolina		1,448,439.30	701.31	388.00	6.25
Ohio		3,159,687.41	2,862.11	416.13	2,889.13
Oregon		1,782,069.19	2,324.96	15.65	2,035.25
Pennsylvania		5,076,215.17	5,563.16	139.94	1,026.62
Rhode Island		414,471.86			4.56
South Carolina		1,493,149.70	1,559.08	40.00	32.22
Tennessee		1,622,267.74	175.32	12.02	289.55
Texas		7,871,743.78	2,354.86	4,107.80	3,168.42
Utah		614,496.00	762.28		260.76
Vermont		270,754.27	509.17		29.25
Virginia		1,853,352.70	1,270.21	253.90	49.05
Washington		653,888.10	49.00		
West Virginia		351,370.81	462.83	.70	7.30
Wisconsin		3,337,043.62	6,767.20	209.25	116.24
Wyoming		358,725.57			
Total	14,803,340.19	103,477,794.03	305,694.38	12,177.43	127,135.60

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	Commissions on money-orders.	Commissions on postal notes.	Balance due United States.	Miscellaneous items.
Alabama.....	\$4,822.33	\$534.57	\$21,874.93	\$122.58
Arizona.....	1,152.79	125.88	10,167.62	31.84
Arkansas.....	5,731.42	763.82	32,401.38	190.43
California.....	9,021.66	1,213.63	110,705.80	162.61
Colorado.....	4,963.97	679.62	60,498.15	315.45
Connecticut.....	2,801.28	698.63	11,729.95	251.71
Dakota.....	3,896.57	1,118.12	22,741.50	476.88
Delaware.....	355.91	95.85	2,669.06	.....
District of Columbia.....	.....	.....	15,186.16	.....
Florida.....	3,922.82	505.75	19,205.42	.60
Georgia.....	5,635.38	829.65	31,932.00	388.17
Idaho.....	1,217.87	155.13	37,298.26	.....
Illinois.....	24,161.77	4,246.67	89,612.19	1,093.97
Indiana.....	13,126.90	2,200.49	38,203.60	288.20
Indian Territory.....	819.38	62.67	1,075.53	.....
Iowa.....	18,232.90	4,762.79	62,784.74	1,129.27
Kansas.....	18,574.25	3,827.16	67,750.26	1,155.70
Kentucky.....	4,229.45	579.06	13,580.41	188.38
Louisiana.....	3,995.50	214.28	65,424.18	15.18
Maine.....	3,436.80	667.41	14,900.48	400.84
Maryland.....	1,684.03	320.83	8,417.94	0.82
Massachusetts.....	6,169.31	1,247.60	21,274.60	551.46
Michigan.....	14,859.10	2,825.14	70,725.69	599.33
Minnesota.....	6,913.00	1,406.73	45,979.21	100.70
Mississippi.....	6,513.55	518.99	24,909.94	59.02
Missouri.....	13,350.77	2,480.10	71,151.78	1,002.04
Montana.....	1,360.24	260.33	82,755.95	2.55
Nebraska.....	7,369.09	1,907.80	41,321.03	687.97
Nevada.....	1,433.67	143.62	10,868.93	1.77
New Hampshire.....	2,035.42	579.92	7,358.96	18.58
New Jersey.....	3,011.11	481.27	10,777.46	141.57
New Mexico.....	1,233.62	175.32	16,895.13	.....
New York.....	15,885.08	3,908.75	66,120.92	871.29
North Carolina.....	5,393.84	827.85	22,586.08	124.91
Ohio.....	17,678.62	3,387.89	56,840.62	879.05
Oregon.....	3,030.14	410.14	65,074.86	231.65
Pennsylvania.....	13,293.58	2,941.85	78,060.72	1,421.09
Rhode Island.....	443.43	60.08	5,122.99	7.21
South Carolina.....	3,322.29	444.66	17,493.09	.....
Tennessee.....	5,440.25	597.00	28,591.56	205.69
Texas.....	18,559.76	2,000.37	138,771.39	534.69
Utah.....	772.46	85.42	18,637.74	72.86
Vermont.....	2,154.12	523.97	8,033.13	133.28
Virginia.....	4,137.03	636.90	21,040.95	75.23
Washington.....	2,178.84	262.24	16,155.04	16.63
West Virginia.....	1,886.78	404.24	7,301.90	73.32
Wisconsin.....	11,230.62	2,019.18	47,460.07	357.52
Wyoming.....	836.61	88.17	7,397.48	.....
Total.....	301,644.71	53,701.34	1,609,808.68	15,091.10

No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	Canada.			Great Britain and Ireland.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama.....	101	\$1,840.73	\$21.20	917	\$14,494.99	\$173.40
Arizona.....	66	1,470.03	18.70	116	3,044.14	33.00
Arkansas.....	59	1,047.32	13.25	212	3,856.70	46.60
California.....	3,137	65,477.69	751.25	10,794	181,332.17	2,163.55
Colorado.....	1,448	35,832.14	394.85	9,857	180,027.30	2,032.39
Connecticut.....	1,124	19,026.40	229.50	9,256	100,452.17	1,356.20
Dakota.....	518	9,850.86	117.90	1,715	35,507.90	405.60
Delaware.....	51	903.67	11.00	1,650	7,891.44	101.80
District of Columbia.....	323	4,019.33	61.40	2,927	66,567.04	782.09
Florida.....	177	2,962.52	37.40	594	11,048.50	132.80
Georgia.....	497	10,283.49	111.90	913	18,091.80	211.50
Idaho.....	39	1,134.23	12.85	278	8,116.10	84.40
Illinois.....	3,414	56,744.26	688.55	19,555	253,394.82	3,251.45
Indiana.....	408	4,706.19	67.60	2,077	23,470.11	319.50
Iowa.....	538	6,529.77	91.20	2,518	28,929.74	392.45
Kansas.....	322	3,151.60	47.75	1,578	19,252.93	264.20
Kentucky.....	179	2,684.36	32.70	1,189	15,498.78	198.79
Kentucky.....	241	5,584.28	64.05	1,871	17,603.46	204.80
Louisiana.....	1,783	32,868.02	391.05	2,049	28,034.02	356.25
Maine.....	252	4,263.59	52.60	2,256	30,898.29	396.80
Maryland.....	17,533	310,437.92	3,038.90	35,229	393,207.37	5,298.45
Massachusetts.....	8,827	101,857.02	1,902.75	8,532	102,859.91	1,345.10
Michigan.....	2,361	43,656.11	517.85	2,956	41,493.49	521.55
Minnesota.....	29	244.95	4.25	159	2,534.65	29.80
Mississippi.....	854	13,149.65	165.10	5,887	88,120.53	1,089.79
Missouri.....	733	18,510.12	294.25	4,311	99,040.88	1,074.65
Montana.....	383	5,359.36	29.75	1,458	20,371.49	258.45
Nebraska.....	260	3,075.89	44.85	697	12,803.98	147.79
Nevada.....	1,050	190,773.04	236.80	2,265	29,453.61	375.75
New Hampshire.....	941	17,256.42	202.00	16,642	174,067.58	2,380.10
New Jersey.....	73	1,714.89	20.50	260	5,600.08	64.75
New Mexico.....	9,187	149,273.21	1,825.30	76,629	948,621.19	12,236.15
New York.....	27	193.53	3.50	263	4,323.16	53.70
North Carolina.....	1,854	25,431.02	327.35	11,953	137,816.32	1,840.75
Ohio.....	393	7,480.37	89.00	1,146	23,184.82	274.10
Oregon.....	2,240	35,749.45	444.85	35,294	396,559.59	5,343.25
Rhode Island.....	1,183	20,588.23	248.30	6,514	73,216.55	1,002.80
South Carolina.....	78	1,042.71	13.40	668	14,679.36	163.20
Tennessee.....	191	2,849.08	35.60	1,038	15,066.76	182.20
Texas.....	335	5,721.79	69.15	2,693	54,077.85	637.79
Utah.....	119	1,408.30	20.20	1,362	14,375.60	204.15
Vermont.....	476	5,608.22	78.85	1,762	31,043.93	363.75
Virginia.....	447	7,569.66	86.65	1,065	22,008.21	269.10
Washington.....	589	13,508.47	152.20	652	11,497.35	135.50
West Virginia.....	34	354.65	5.00	419	4,697.01	63.73
Wisconsin.....	1,305	23,863.59	286.80	2,493	32,239.01	429.15
Wyoming.....	90	1,665.40	19.70	609	11,623.92	133.15
Total.....	64,186	1,112,553.95	13,328.15	292,748	3,818,940.59	48,834.96

issued, paid, and repaid, and fees collected during the fiscal year ended June 30, 1887.

German Empire.			Switzerland.			Italy.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
546	\$9,940.41	\$117.05	30	\$455.50	\$5.60	85	\$2,372.32	\$24.70
115	2,411.67	27.40	14	465.00	4.70	40	1,173.49	12.60
411	5,719.23	72.15	60	404.73	7.00	52	980.57	11.20
10,107	187,374.58	165.75	1,501	31,281.81	348.20	1,328	33,430.13	358.65
1,586	31,176.68	358.90	1,077	34,773.53	363.60	892	32,379.49	333.95
2,961	36,234.47	478.50	274	3,938.24	49.40	2,095	41,177.85	461.20
442	6,879.70	89.05	62	2,163.13	22.70	62	1,840.75	19.75
276	3,178.23	41.60	29	498.91	5.90	68	1,774.91	18.50
2,368	61,015.52	691.70	268	7,976.86	90.00	382	4,028.20	42.40
301	5,701.78	66.70	18	344.13	4.00	159	5,280.88	55.70
793	16,625.31	190.35	22	735.15	7.80	105	2,513.77	27.50
82	2,083.56	22.80	11	217.39	2.80	14	352.88	4.00
20,570	265,551.71	3,426.50	4,385	66,273.98	826.55	2,481	82,434.59	868.65
3,065	33,898.21	469.95	235	3,468.00	42.50	113	3,100.94	33.10
2,736	32,709.72	436.45	203	2,700.21	34.80	54	1,067.25	12.35
1,058	12,747.03	171.95	197	3,321.28	40.10	60	2,117.90	23.00
1,427	19,178.88	243.20	219	4,091.87	52.40	173	4,248.54	46.60
1,160	10,818.56	244.50	191	4,497.82	49.25	2,376	58,031.23	617.40
372	6,675.41	79.75	7	88.00	1.20	79	1,944.45	21.30
3,178	40,411.63	524.20	473	6,721.26	83.70	669	11,680.01	134.35
5,818	86,422.68	1,088.45	712	11,736.55	137.90	3,679	93,171.46	1,019.05
5,471	56,251.12	795.15	603	11,261.01	131.85	571	15,829.58	170.40
3,224	38,082.98	507.40	318	4,094.42	51.90	311	8,993.40	94.90
160	2,251.50	28.10	2	20.00	.20	71	2,071.14	21.75
5,263	69,936.18	893.50	887	15,257.51	179.45	1,881	40,515.66	429.50
481	9,146.00	103.60	34	778.38	8.40	183	6,618.50	68.70
1,460	18,351.57	240.75	120	1,226.70	16.50	132	3,881.87	41.30
156	3,592.63	39.40	30	917.11	9.75	83	2,695.50	28.10
299	4,019.04	51.80	14	233.19	2.70	68	2,069.38	21.70
8,801	113,292.24	1,480.30	948	14,763.65	177.80	1,320	31,474.33	341.20
164	3,775.04	41.40	24	389.70	5.00	45	772.10	8.60
52,987	757,401.11	9,276.90	6,916	106,096.38	1,276.30	2,365	53,490.33	591.87
477	12,229.67	131.00	7	103.38	1.20	18	460.53	5.10
9,567	122,131.83	1,601.60	1,638	20,083.64	265.25	1,195	32,044.42	345.25
1,085	22,452.51	258.15	204	5,262.68	56.60	86	2,237.05	23.80
12,498	153,861.08	2,147.10	1,982	39,389.47	431.00	2,492	64,196.87	688.80
621	8,753.07	111.20	73	1,000.87	12.50	201	4,013.78	40.20
490	12,638.31	140.00	12	273.57	2.80	58	1,011.92	11.80
440	6,510.99	82.30	299	4,528.13	53.75	257	5,759.87	64.40
2,810	43,444.05	533.50	475	8,868.83	109.15	636	18,073.83	199.90
287	4,980.81	59.40	58	743.82	10.10	25	639.63	7.10
112	1,583.42	20.85	33	440.56	5.40	87	861.55	9.35
555	10,915.12	127.30	11	228.19	2.40	210	5,781.48	62.60
418	7,508.74	88.80	26	658.28	6.00	12	307.38	3.30
245	2,665.23	37.05	52	1,583.11	16.80	16	232.00	2.80
7,629	82,017.00	1,131.80	975	12,422.65	163.95	210	6,604.29	69.60
139	2,145.76	25.90	17	869.08	4.20	5	113.99	1.80
175,213	2,448,353.23	30,962.75	25,746	437,256.71	5,193.25	27,420	702,533.50	7,566.45

No. 12.—Statement showing the number and amount of international money.

States and Territories.	France.			Sweden.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama	71	\$1,157.57	\$14.00	18	\$464.01	\$4.90
Arizona	20	401.93	4.60	1	8.00	.10
Arkansas	22	353.42	4.30	13	217.50	2.70
California	1,205	17,573.35	214.85	1,050	26,888.87	292.79
Colorado	113	1,623.01	19.60	596	16,662.28	180.00
Connecticut	234	3,598.43	44.40	453	7,268.51	89.85
Dakota	20	333.42	4.50	137	4,190.33	46.65
Delaware	24	373.77	4.80	5	50.13	.60
District of Columbia	448	9,955.72	115.00	74	2,378.32	26.10
Florida	79	1,928.55	20.80	27	486.02	5.63
Georgia	55	873.87	10.40	33	694.79	8.19
Idaho	4	136.88	1.40			
Illinois	575	7,927.09	103.60	1,030	25,382.24	318.60
Indiana	120	1,706.66	21.80	212	4,795.41	55.21
Iowa	157	1,118.90	20.00	231	3,248.27	42.55
Kansas	93	1,051.92	15.20	250	3,564.34	46.43
Kentucky	103	1,685.83	20.40			
Louisiana	730	10,633.62	131.05	32	819.81	8.90
Maine	20	865.35	10.90	40	636.55	7.60
Maryland	152	2,078.00	26.60	87	546.58	6.80
Massachusetts	841	9,873.57	134.80	1,825	30,275.61	370.30
Michigan	154	2,740.21	33.10	807	17,776.26	202.33
Minnesota	120	1,585.99	20.50	515	7,235.17	92.60
Mississippi	14	222.08	2.70	2	60.00	.60
Missouri	240	3,851.63	48.20	213	2,911.75	37.95
Montana	24	298.43	3.40	74	1,832.87	19.79
Nebraska	28	321.30	4.55	139	2,525.49	30.30
Nevada	8	152.00	1.80	5	93.09	1.00
New Hampshire	32	260.23	4.15	28	403.31	5.00
New Jersey	482	6,156.29	80.25	151	2,349.97	28.95
New Mexico	24	507.89	5.70	3	25.00	.30
New York	4,537	69,385.31	850.55	1,172	21,755.61	264.93
North Carolina	10	212.29	2.40	13	276.23	3.30
Ohio	410	6,353.05	79.65	38	934.00	10.29
Oregon	84	1,011.65	12.85	214	5,330.91	58.80
Pennsylvania	804	10,300.90	136.75	526	8,648.00	104.80
Rhode Island	210	3,007.65	37.70	259	5,722.81	64.30
South Carolina	54	641.75	9.20	29	548.07	6.00
Tennessee	55	1,049.84	12.70	43	55.00	.40
Texas	300	5,386.70	63.20	88	1,739.57	21.03
Utah	10	62.72	1.10	102	1,362.77	18.30
Vermont	27	238.04	3.75	16	252.90	3.00
Virginia	93	1,107.83	15.70	34	841.50	9.30
Washington	33	485.95	5.90	92	2,813.75	29.60
West Virginia	22	171.30	2.70			
Wisconsin	46	428.98	6.55	113	2,287.25	27.80
Wyoming	3	32.00	.40	10	146.00	1.80
Total	12,955	191,141.78	2,388.45	11,330	216,484.89	2,645.15

orders issued, paid, and repaid, and fees collected, etc.—Continued.

New Zealand.			New South Wales.			Victoria.			Belgium.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
1	\$25.00	\$0.30	1	\$25.00	\$0.30	1	\$7.27	\$0.10	3	\$70.00	\$0.80
2	28.45	.40							2	5.00	.20
78	1,066.80	19.40	79	1,556.28	18.20	91	1,724.04	20.20	90	1,359.91	16.80
4	53.31	.70	13	452.37	4.70	4	17.42	.40	15	311.06	3.40
31	265.03	4.40	12	165.29	1.70	19	130.55	2.30	23	204.22	3.10
2	63.92	.70	1	20.01	.30						
8	240.60	2.00				21	60.81	7.20	6	34.30	.60
			1	10.00	.10				53	1,477.51	16.40
			1	.24	.10				3	124.38	1.30
									4	20.09	.40
									1	3.95	.10
21	465.56	5.20	12	370.50	4.00	24	531.54	6.00	224	3,907.52	45.30
2	26.01	.20	1	2.50	.10				82	1,220.87	14.60
			1	14.61	.20	2	2.09	.20	34	433.63	6.00
3	60.88	.70				1	25.00	.30	37	533.27	7.00
1	50.00	.30				1	19.48	.20	10	149.91	1.90
3	21.29	.40	1	34.48	.40	3	125.00	1.30	37	937.30	10.50
			3	70.00	.70	11	487.61	5.10	2	43.45	.50
16	313.80	3.50	18	380.32	4.10	9	254.34	2.70	14	243.53	3.00
			1	9.74	.10	2	10.49	.20	71	830.17	11.60
2	97.40	1.00				15	589.27	6.10	85	1,333.18	16.40
									11	142.20	1.70
4	106.73	1.10	3	53.69	.60	6	34.97	.60	9	77.03	1.00
2	14.99	.20	1	10.00	.10	3	99.49	1.10	114	2,199.85	25.60
						3	30.00	.30	2	7.75	.20
									5	38.75	.60
									2	30.00	.35
14	528.35	5.50	8	146.57	1.70	1	24.35	.30	75	1,117.16	13.75
									7	23.45	.70
91	1,165.39	14.15	67	1,441.02	16.10	60	1,288.06	14.80	427	6,205.13	78.30
									2	84.29	.90
3	194.83	2.10	2	15.01	.20	3	15.10	.30	67	769.23	10.50
6	111.61	1.20	2	35.00	.40	3	99.35	1.10	10	134.20	1.90
10	118.91	1.70	15	271.55	3.30	13	260.87	3.00	232	3,725.60	42.90
1	50.00	.50	25	1,225.00	12.30	3	112.40	1.20	61	2,080.18	21.80
									10	129.52	1.50
2	58.70	.60	1	15.00	.20				7	242.53	2.50
1	1.10	.10							22	340.44	4.20
32	782.06	8.70	1	1.95	.10	1	9.74	.10			
			4	87.68	.90	2	9.98	.20	3	25.40	.20
									3	55.00	.70
12	418.06	4.60							28	413.55	5.10
1	15.00	.20				1	1.01	.10	1	4.00	.10
327	6,983.13	80.75	274	6,354.31	71.00	303	6,548.23	75.40	1,894	31,088.51	374.50

No. 12.—Statement showing the number and amount of international money-

States and Territories.	Portugal.			Jamaica.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama				1	\$25.00	\$0.20
Arizona				2	39.98	.40
Arkansas						
California	134	\$4,049.94	\$42.80	22	238.30	3.00
Colorado	2	50.00	.60	6	271.75	2.80
Connecticut	3	59.39	.70			
Dakota	2	18.87	.30			
Delaware						
District of Columbia	9	220.40	3.00	2	59.88	.60
Florida				1	1.99	.10
Georgia						
Idaho						
Illinois	2	35.20	.50	4	64.71	.80
Indiana	1	3.60	.15	2	10.13	.20
Iowa	1	3.00	.10	9	125.14	1.60
Kansas						
Kentucky	1	18.00	.20	1	12.50	.20
Louisiana	1	10.00	.10	3	18.73	.20
Maine	3	56.20	.70			
Maryland	6	153.29	1.00	8	214.84	2.40
Massachusetts	118	2,331.55	27.20	6	53.57	.60
Michigan				2	29.32	.40
Minnesota				1	2.31	.10
Mississippi						
Missouri	4	7.64	.40	1	2.50	.10
Montana						
Nebraska						
Nevada	1	30.00	.30			
New Hampshire						
New Jersey				7	61.27	.90
New Mexico						
New York	43	625.60	7.70	68	1,106.35	13.50
North Carolina						
Ohio	1	1.01	.10	1	.80	.10
Oregon	9	262.10	2.80			
Pennsylvania	1	5.00	.10	5	99.34	1.10
Rhode Island	20	735.85	7.90			
South Carolina						
Tennessee						
Texas	2	15.50	.20	20	574.69	6.70
Utah				1	2.25	.10
Vermont	6	170.00	1.80	1	19.72	.20
Virginia	4	112.00	1.20			
Washington	2	16.60	.20			
West Virginia						
Wisconsin				2	6.64	.20
Wyoming						
Total	382	9,000.65	101.25	186	3,025.71	37.40

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Tasmania.			Windward Islands.			Japan.			Cape Colony.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
1	\$1.30	\$0.10	6	\$50.72	\$0.80	117	\$2,305.70	\$26.30	8	\$200.47	\$2.90
2	28.74	.40				24	711.70	7.30	1	3.17	.10
			4	108.80	1.30	10	687.34	7.30			
			2	14.99	.20						
			2	44.99	.50	12	169.88	2.20	2	3.74	.20
						2	5.25	.20			
						2	28.03	.40	1	4.87	.10
						1	17.66	.20	2	100.00	1.00
			1	4.99	.10						
			2	22.79	.30						
			1	50.00	.50	5	99.00	1.10	2	34.03	.40
1	9.74	.10	26	249.63	3.60	10	191.12	2.50	3	17.53	.30
1	27.01	.30	1	10.00	.10	2	20.00	.30			
						8	351.87	3.60			
						1	10.00	.10			
						1	50.00	.50	2	29.73	.30
						1	30.00	.30			
			4	25.85	.40				8	290.59	3.10
4	30.23	.60	72	1,152.72	14.00	47	806.15	9.30	21	234.50	3.20
						1	43.00	.50			
			4	68.24	.80	2	35.00	.40	1	.37	.10
						6	185.70	2.10			
			18	253.93	3.20	24	511.05	5.80	1	5.01	.10
			2	27.99	.30	2	6.50	.20			
			1	25.00	.30						
						1	4.00	.10			
			2	6.88	.20						
			1	10.00	.10						
						1	5.00	.15			
						5	175.00	1.30			
1	25.00	.30				1	20.00	.20			
						2	20.25	.30			
10	122.02	1.80	149	2,136.52	26.70	303	6,443.11	72.65	52	908.92	11.80

No. 12.—Statement showing the number and amount of international money-

States and Territories.	Hawaiian Kingdom.			Queensland.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama.....						
Arizona.....	1	\$25.00	\$0.30			
Arkansas.....						
California.....	114	1,735.29	21.70	4	\$30.10	\$0.50
Colorado.....	3	33.60	.50			
Connecticut.....	4	119.00	1.30	1	19.24	.20
Dakota.....						
Delaware.....						
District of Columbia.....	9	315.10	3.50			
Florida.....						
Georgia.....						
Idaho.....						
Illinois.....	6	42.55	.60	5	142.99	1.50
Indiana.....						
Iowa.....						
Kansas.....				1	2.50	.10
Kentucky.....						
Louisiana.....						
Maine.....	1	6.25	.10			
Maryland.....						
Massachusetts.....	5	73.75	1.00	2	38.96	.50
Michigan.....	1	35.00	.40			
Minnesota.....	1	12.00	.20	1	25.00	.30
Mississippi.....						
Missouri.....	1	5.00	.10	3	14.61	.20
Montana.....				1	10.00	.10
Nebraska.....	1	5.00	.10			
Nevada.....	1	10.00	.10			
New Hampshire.....	1	50.00	.50			
New Jersey.....	1	10.00	.10	1	10.00	.10
New Mexico.....						
New York.....	26	576.51	6.60	15	118.98	1.90
North Carolina.....						
Ohio.....	4	13.80	.40	2	100.00	1.00
Oregon.....	1	12.00	.20	1	23.99	.30
Pennsylvania.....	7	51.26	1.00	2	14.61	.20
Rhode Island.....				1	19.48	.20
South Carolina.....						
Tennessee.....						
Texas.....						
Utah.....	2	20.00	.20			
Vermont.....						
Virginia.....						
Washington.....				2	29.09	.40
West Virginia.....						
Wisconsin.....						
Wyoming.....						
Total.....	100	3,151.11	38.90	42	599.85	7.60

orders issued, paid, and unpaid, and fees collected, etc.—Continued.

Leeward Islands.			Netherlands.			Norway.			TOTALS.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
						3	\$33.37	\$0.40	1,777	\$36,963.90	\$362.95
									376	9,048.51	100.00
									833	12,613.22	157.80
			1	\$40.00	0.40	78	2,041.91	22.20	29,955	590,412.55	6,489.85
									15,088	333,672.93	3,710.20
3	\$13.74	\$0.30				17	340.00	3.70	16,537	213,615.15	2,734.55
						14	245.55	2.90	2,995	61,114.59	700.45
						3	85.00	.99	1,602	14,789.46	186.30
			9	311.80	3.40	12	244.83	3.70	6,936	165,336.65	1,908.20
						29	573.50	6.70	1,394	28,510.24	331.00
						26	825.48	9.10	2,359	50,662.19	577.45
									429	12,034.99	132.35
			41	470.53	6.10	140	2,577.97	31.00	53,567	766,535.65	9,587.20
			1	1.00	.10	3	64.00	.80	6,322	76,422.87	1,025.90
			7	93.10	.90	18	277.03	3.40	6,512	76,850.34	1,042.60
						2	22.00	.30	3,630	45,793.10	616.45
			2	80.00	.80				3,302	48,452.21	599.60
						7	223.00	2.40	5,652	120,154.28	1,354.05
			2	90.00	.90	39	853.03	9.50	4,445	72,265.29	882.95
			9	325.80	3.40	16	257.50	3.00	7,092	98,445.56	1,248.25
			6	67.00	.80	93	1,888.84	21.90	66,034	948,893.11	11,769.65
7	67.63	1.10	158	1,753.89	24.90	29	672.25	7.40	23,247	315,475.99	4,031.20
			3	47.00	.50	63	979.31	12.20	9,930	147,297.92	1,831.46
									437	7,481.35	88.40
			4	19.03	.50	1	20.00	.20	14,863	236,216.93	2,875.00
						2	15.00	.20	5,853	135,418.14	1,484.90
						3	84.80	1.00	3,730	52,216.55	661.80
									1,178	24,306.11	273.30
						1	15.00	.20	3,801	56,341.80	639.25
1	18.00	.50	8	279.00	3.00	148	2,671.32	32.20	29,571	366,482.85	4,752.45
									616	12,808.06	149.95
52	591.95	3.60	56	794.61	10.20	213	4,024.34	46.20	155,032	2,104,097.68	26,551.55
			2	31.00	.50	6	94.85	1.10	817	18,020.95	206.20
			1	10.00	.10	54	1,282.57	14.20	26,822	347,320.71	4,501.75
18	232.34	3.70	5	55.75	.90	22	624.70	6.70	3,273	68,458.94	700.10
			1	5.00	.10	46	1,063.07	11.90	56,243	727,374.16	9,395.65
						17	348.00	4.00	9,260	122,913.39	1,571.00
						6	131.00	1.50	1,415	31,122.21	351.70
									2,294	38,120.30	440.85
						22	439.00	5.10	7,436	159,090.19	1,632.20
			1	14.61	.20	11	237.00	2.70	2,623	24,049.26	331.65
			1	10.00	.10				2,462	40,233.34	489.20
						26	178.50	1.90	2,439	48,982.80	568.15
						18	477.90	5.10	1,855	37,591.47	429.70
									788	9,702.70	128.10
			21	256.66	3.00	106	2,016.68	23.20	12,944	163,034.91	2,143.45
						1	14.75	.20	877	16,132.91	187.05
81	986.66	13.90	339	4,728.78	61.40	1,275	25,982.15	299.10	615,405	9,035,530.31	112,093.30

No. 12.—Statement showing the number and amount of international money-

States and Territories.	Canada.				Great Britain and Ireland.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama	90	\$539.73			65	\$1,069.34	1	\$0.73
Arizona	12	249.50			13	298.55		
Arkansas	78	1,287.41			38	711.83	1	5.00
California	3,611	81,344.39	17	\$209.75	1,904	33,169.09	35	401.02
Colorado	521	10,430.79	4	41.00	473	11,856.64	27	609.65
Connecticut	3,174	29,285.11	4	32.50	772	12,970.54	34	249.26
Dakota	591	12,915.80	7	108.95	221	4,961.61	3	49.93
Delaware	32	566.85			56	874.24	6	116.32
District of Columbia	1,650	17,386.24	1	19.80	1,440	8,330.26	13	213.85
Florida	158	3,914.61	1	39.59	501	11,137.49		
Georgia	84	1,151.03			114	1,929.61	7	181.28
Idaho	18	747.50	2	100.00	65	2,767.29	5	192.15
Illinois	9,416	95,632.55	19	398.85	3,079	47,269.89	69	687.94
Indiana	976	15,891.82	6	46.46	928	4,722.82	9	25.65
Iowa	413	6,732.02	3	11.00	505	11,682.81	16	115.23
Kansas	257	6,116.44	2	10.00	555	12,428.88	4	55.78
Kentucky	213	2,877.97	1	20.00	180	3,852.02	7	212.68
Louisiana	1,035	6,308.99	2	8.00	193	3,797.85	6	31.92
Maine	3,072	29,011.24	8	117.96	253	3,000.02	4	25.48
Maryland	524	6,580.06	1	10.00	576	9,073.70	12	95.31
Massachusetts	14,099	189,496.08	89	1,197.97	3,456	52,357.97	118	1,169.67
Michigan	6,476	104,922.02	65	1,347.73	1,086	18,931.04	34	387.60
Minnesota	1,777	42,795.00	15	223.07	620	12,323.78	16	85.79
Mississippi	6	248.90			37	642.34		
Missouri	1,142	17,376.51	6	49.10	926	17,026.65	20	\$32.46
Montana	248	9,980.87	2	55.00	57	1,468.92	1	19.48
Nebraska	245	6,376.19	5	52.89	477	11,121.59	4	23.46
Nevada	41	1,106.25	2	50.50	43	1,129.32	1	56
New Hampshire	348	5,742.06	7	100.86	131	2,338.34	7	85.60
New Jersey	1,355	18,057.52	11	247.70	1,694	26,007.17	63	806.06
New Mexico	13	341.25	2	21.00	19	530.55	1	1.91
New York	34,921	325,825.82	54	694.04	14,329	176,685.03	2	7.62
North Carolina	19	365.31			48	735.44	258	2,994.92
Ohio	3,512	40,759.83	19	164.00	1,084	27,348.36	45	378.77
Oregon	949	21,894.28	4	107.50	202	4,799.11	5	82.72
Pennsylvania	7,321	68,684.82	15	230.47	4,880	72,121.07	119	1,178.11
Rhode Island	611	8,916.31	10	163.00	530	9,137.14	23	175.22
South Carolina	33	778.35			56	1,168.06	1	10.60
Tennessee	124	1,714.05			156	3,225.79	6	43.13
Texas	101	3,597.44	4	32.50	758	15,066.49	16	136.80
Utah	34	872.95	1	2.50	104	4,491.39	8	39.98
Vermont	684	12,627.79	4	69.25	116	2,907.65	4	68.79
Virginia	84	1,333.14	1	20.00	444	9,665.90	4	107.79
Washington	807	19,101.83	2	11.50	93	2,493.35	2	20.00
West Virginia	13	368.65	1	50	60	1,593.55		
Wisconsin	1,181	22,829.04	17	437.48	645	12,413.37	15	233.81
Wyoming	44	1,276.02			32	458.49	1	19.99
Total	101,333	1,267,267.75	414	6,521.32	44,194	674,662.08	1,033	11,714.18

orders issued, paid, and repaid, and fees collected, etc.—Continued.

German Empire.				Switzerland.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
79	\$2,098.29	2	\$0.80	10	\$322.51		
21	745.27						
206	6,986.21			67	2,547.66		
1,499	49,562.31	21	337.25	215	6,376.94	2	\$20.00
205	7,034.18	8	158.92	55	2,646.28		
524	14,765.65	12	75.65	76	2,396.63		
706	25,278.09	7	48.00	70	2,135.93	1	1.00
45	1,268.72	2	15.50	27	1,077.96		
567	5,218.07	2	50.00	112	2,242.78		
143	4,583.75	2	28.14	20	832.67		
87	2,283.35	5	105.79	6	114.54		
22	938.73	1	10.00	4	189.47	1	49.38
6,206	189,605.60	78	729.75	563	16,469.69	21	\$65.21
999	31,889.15	12	115.92	101	2,896.95	2	34.85
2,060	68,555.96	13	141.42	179	5,138.75	1	9.75
941	32,297.25	9	64.14	189	5,758.66	2	21.80
302	11,001.44	3	20.00	115	3,221.99		
361	9,299.70	3	22.50	32	1,109.39	1	25.00
28	632.11			2	88.71		
819	20,744.50	5	71.13	33	830.69	1	6.50
668	16,693.01	21	298.32	82	1,616.70	7	188.55
1,703	51,658.77	25	334.93	122	3,718.81	2	14.50
2,102	71,684.83	16	131.56	336	10,615.11		
41	1,079.33	1	14.55	2	28.56		
2,279	66,152.41	8	97.99	399	12,512.38	5	151.00
39	1,344.14	5	131.25	26	996.87		
1,344	47,311.72	8	132.09	221	7,679.23		
14	411.48	1	10.00	2	76.30		
26	659.32	1	5.00	1	4.70		
1,976	52,606.54	25	215.63	237	6,951.95	3	55.65
21	609.82			1	26.50		
11,782	209,098.17	129	1,728.64	1,445	30,850.58	15	104.59
36	835.43	3	56.06	2	88.09		
2,996	85,298.29	50	698.33	458	13,010.62	5	74.85
185	6,594.57	3	19.00	58	1,946.46	1	9.86
3,573	99,114.06	48	563.98	507	13,657.85	5	45.55
67	1,459.61			7	117.31		
103	3,241.82			1	5.86		
77	1,823.16	1	12.13	25	852.49		
1,252	39,812.39	15	143.92	189	5,577.19	2	49.41
34	954.26			23	761.35	1	2.50
47	1,199.71			12	513.73		
66	1,634.01	5	40.00	12	298.96		
171	6,942.26	1	7.50	19	579.81		
80	2,521.05	1	5.00	6	172.84		
3,450	113,162.07	37	294.99	434	12,089.45	4	15.70
7	133.14	4	122.50				
40,929	1,450,741.59	604	7,184.28	6,500	189,477.41	82	1,443.63

No. 12.—Statement showing the number and amount of international money-

States and Territories.	Italy.				France.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama	1	\$5.15			3	\$19.99		
Arizona	1	19.84	1	\$45.00	1	4.50		
Arkansas	1	1.90			6	153.47	1	\$2.00
California	55	1,806.37	5	165.00	235	6,178.97	9	70.47
Colorado	2	3.80			22	569.70		
Connecticut	7	157.57	11	161.00	35	559.75	1	5.14
Dakota	3	48.30			2	42.59	1	5.00
Delaware					1	3.80		
District of Columbia	45	624.50	1	10.00	108	959.26	5	68.20
Florida	8	234.88			16	284.67	1	43.00
Georgia	3	14.31	1	17.00	14	332.21		
Idaho					4	190.46		
Illinois	75	2,243.33	10	79.78	198	4,433.63	13	137.72
Indiana	2	47.70			40	840.44	1	8.00
Iowa	5	84.32	1	5.00	21	279.13	2	7.96
Kansas	3	103.23			38	1,258.68		
Kentucky	6	147.52	3	7.67	31	609.03	1	.99
Louisiana	121	4,427.31	4	62.00	384	11,049.04	2	53.60
Maine			1	4.00	17	391.00		
Maryland	26	748.77	2	11.00	46	632.65	3	77.00
Massachusetts	78	1,414.67	13	261.10	139	2,134.49	8	101.34
Michigan	4	88.00	3	30.00	54	1,196.97	3	24.00
Minnesota	4	121.73	3	24.00	23	370.17		
Mississippi	3	76.32	1	15.00	2	12.52		
Missouri	26	728.94	1	5.00	114	2,301.23	6	17.59
Montana	3	96.01			11	512.71		
Nebraska					5	148.30	1	1.00
Nevada	21	945.98			1	19.04		
New Hampshire					3	21.78	1	2.00
New Jersey	69	2,398.30	3	42.71	97	1,998.66	5	56.50
New Mexico	1	4.77			2	35.22	1	5.00
New York	570	13,832.69	13	1.77	1,095	24,878.72	25	379.02
North Carolina	1	4.77			14	139.93		
Ohio	40	1,270.66	1	10.00	112	2,548.71	8	239.36
Oregon	4	160.28			31	672.90		
Pennsylvania	90	2,581.67	9	123.00	255	3,668.24	6	68.00
Rhode Island	4	81.08	1	10.00	38	791.76		
South Carolina	25	1,182.06			6	121.46		
Tennessee	9	248.80			7	81.15		
Utah	1	7.63			4	26.64		
Texas	28	993.02	3	55.00	106	2,242.37	2	59.38
Vermont	1	19.08			5	17.00	1	20.00
Virginia	13	321.67			31	974.18		
Washington					8	305.68		
West Virginia	1	39.69			6	135.14		
Wisconsin	11	257.21	4	73.18	41	1,211.03	3	7.49
Wyoming	3	114.48			1	.95		
Total	1,374	37,649.21	95	1,883.44	4,036	75,359.98	110	1,453.76

orders issued, paid, and repaid, and fees, collected, etc.—Continued.

Sweden.				New Zealand.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
4	\$69.68			2	\$73.05		
				1	24.35		
19	567.01	1	\$5.00	3	118.21		
18	725.82	1	50.00	246	4,688.71		
27	808.70			8	179.04		
46	1,452.01	2	15.00	27	368.20		
3	61.65						
44	128.90	1	17.70	13	56.99		
8	374.52			1	4.87		
331	9,967.28	1	6.00	2	68.18		
1	30.15	1	6.00	89	1,121.66		
96	3,208.18			14	100.63		
53	1,600.33			2	11.66		
1	4.03			13	399.28		
1	1.27			8	233.76		
4	107.24						
1	13.40			411	3,110.95		
64	1,097.04	3	50.82	1	12.17		
61	1,756.11	1	5.00	112	1,096.52		
329	10,579.78	1	46.00	30	518.78		
3	69.69			1	24.35		
5	133.88						
				11	198.80		
58	1,066.32	2	4.00	11	336.03		
				2	43.82		
1	4.02			1	9.74		
5	90.50			19	92.60	1	\$9.74
139	2,864.12	4	56.00	632	7,118.75		
2	67.01						
16	516.85			33	416.58		
8	202.82	1	35.00	4	91.13		
92	2,557.96	1	20.00	87	1,471.06		
21	647.93			2	44.92		
				1	9.74		
				4	24.35		
14	472.98			4	29.84		
				1	1.70		
				1	19.48		
14	463.59						
2	36.94			1	36.52		
32	938.63			4	97.40		
1	48.25						
1,524	43,850.56	20	316.52	1,803	22,235.73	1	9.74

No. 12.—Statement showing the number and amount of international money-

States and Territories.	New South Wales.				Victoria.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama					1	\$24.35		
Arizona								
Arkansas								
California	222	\$5,465.81	4	\$50.50	143	3,340.11	1	\$15.00
Colorado	7	108.84			8	132.97		
Connecticut	8	102.76			28	978.36	1	4.87
Dakota								
Delaware								
District of Columbia	8	105.35			9	85.36		
Florida	5	194.80						
Georgia	1	10.92						
Idaho								
Illinois	65	875.25			37	705.07	1	.24
Indiana	13	105.78			13	162.26		
Iowa	8	133.72			12	433.66		
Kansas	3	77.91			3	77.92		
Kentucky	4	194.80			9	195.65		
Louisiana	2	14.61			7	48.48		
Maine	314	3,634.36			257	2,200.88		
Maryland	8	137.94						
Massachusetts	43	771.21			46	746.30	1	5.01
Michigan	18	250.64			16	246.13	1	.12
Minnesota	5	31.65			3	22.59		
Mississippi								
Missouri	5	82.94			18	412.60		
Montana								
Nebraska	1	48.70			2	50.01		
Nevada								
New Hampshire					1	48.70		
New Jersey	12	227.78			10	209.13		
New Mexico								
New York	402	6,934.79			348	5,305.66		
North Carolina								
Ohio	55	1,003.83			15	393.87		
Oregon	5	71.10			1	2.43		
Pennsylvania	103	2,584.77	1	14.61	60	771.83		
Rhode Island	6	174.34			3	106.89	1	7.31
South Carolina					1	20.00		
Tennessee					2	58.70		
Utah	3	101.03			3	38.96		
Texas								
Vermont	1	24.35						
Virginia								
Washington					0	211.84		
West Virginia	1	24.35						
Wisconsin	16	515.10			5	107.14		
Wyoming								
Total	1,344	24,009.43	5	74.11	1,067	17,087.40	6	32.55

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Belgium.				Portugal.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
6	\$152.39						
3	96.22						
105	4,308.20	1	\$13.00	25	\$843.25		
6	230.62						
2	63.42	1	5.00	53	1,172.97	1	\$50.00
6	124.54						
4	9.52						
17	105.53	1	6.00	3	11.07		
3	126.19						
5	152.35						
70	1,956.60	1	35.00	12	443.50		
27	844.17			5	28.89		
8	258.29						
24	676.55	1	5.00				
12	805.16						
46	1,821.64						
1	19.00						
18	440.19					1	20.60
44	866.41	1	8.00	350	16,732.77	2	16.65
62	2,055.02	1	2.50				
29	1,006.24						
19	259.96						
24	606.93	1	20.00	2	15.60		
1	36.98						
6	166.79						
2	15.29						
31	975.35			3	18.00		
4	123.21						
300	4,827.63	2	31.98	34	231.24		
5	143.78						
32	527.45	1	10.00				
12	343.04						
4-8	3,755.52	1	6.00	2	3.50		
2	7.82			2	47.29	1	50.00
24	687.17	1	40.11				
6	144.15			1	10.00		
51	2,212.37						
101	3,339.66						
3	110.00						
1,250	34,051.14	13	182.59	465	19,557.39	5	96.65

No. 12.—Statement showing the number and amount of international money-

States and Territories.	Jamaica.				Tasmania.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama.....	2	\$56.01						
Arizona.....								
Arkansas.....								
California.....	22	543.98			9	\$241.26	1	\$6.00
Colorado.....	1	48.70						
Connecticut.....	13	212.78						
Dakota.....								
Delaware.....								
District of Columbia.....								
Florida.....	9	238.23			2	.40		
Georgia.....	2	5.36						
Idaho.....	1	19.48						
Illinois.....								
Indiana.....	32	897.58			4	16.91		
Iowa.....	1	14.61			1	27.17		
Kansas.....								
Kentucky.....	3	16.38						
Louisiana.....	68	2,120.02	1	\$19.48				
Maine.....	76	679.06			71	1,114.57		
Maryland.....	45	1,761.28						
Massachusetts.....	62	1,522.33			3	11.96		
Michigan.....	7	183.47			3	121.75		
Minnesota.....								
Mississippi.....								
Missouri.....	25	859.69						
Montana.....								
Nebraska.....	1	14.61						
Nevada.....								
New Hampshire.....								
New Jersey.....	12	392.32			1	1.82		
New Mexico.....								
New York.....	1,484	47,701.33			46	537.78		
North Carolina.....								
Ohio.....	13	152.57	1	5.00	5	33.53		
Oregon.....								
Pennsylvania.....	111	2,485.53	1	39.99	2	27.40		
Rhode Island.....	5	29.88						
South Carolina.....	3	101.22						
Tennessee.....	2	4.77						
Texas.....	2	48.96	1	4.87				
Utah.....								
Vermont.....	8	302.21						
Virginia.....								
Washington.....								
West Virginia.....								
Wisconsin.....	4	16.18						
Wyoming.....								
Total.....	2,014	60,389.54	4	69.34	147	2,134.55	1	6.00

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Windward Islands.				Japan.		Cape Colony.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
21	\$886.39			230	\$0,339.03	7	\$213.36	1	\$4.87
7	180.29			7	221.04	1	6.08		
						1	4.87		
14	267.93			25	128.08	5	83.53		
7	168.02			2	11.36				
18	318.52			12	162.48	15	266.00		
				10	278.89	1	5.78		
				2	35.00	2	35.29		
2	48.70			4	29.53	1	24.35		
				3	27.50				
3	21.04					1	2.02		
85	452.90			1	9.74	32	175.44		
3	84.10			12	170.26	3	97.40		
62	1,707.21			20	169.96	20	350.84		
				55	1,818.31	3	37.13		
				1	10.00	1	1.21		
				2	54.32	8	204.53		
				2	26.50				
8	146.98			11	160.48	6	61.34		
1,034	39,889.66			160	2,237.23	90	1,044.72		
2	30.21			2	60.00				
21	561.03			9	98.40	12	424.95		
				1	11.30	1	24.35		
107	2,741.72	1	\$1.01	22	445.70	17	112.63		
		1	4.00						
				1	10.00	5	121.75		
3	73.85			1	30.00				
						1	24.35		
3	90.00			8	114.85				
				1	3.50				
1	19.48			1	5.00	3	23.22		
1,401	47,691.03	2	5.01	605	12,068.46	237	3,350.01	1	4.87

No. 12.—Statement showing, etc.,

States and Territories.	Hawaiian Kingdom.				Queensland.		Leeward Islands.	
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders paid.	Amount of orders paid.
Alabama.....					1	\$7.00		
Arizona.....								
Arkansas.....	1	\$3.00						
California.....	906	15,664.34	2	\$50.00	46	\$1,113.32		
Colorado.....	4	16.00			2	53.57		
Connecticut.....	22	153.45			1	4.13		
Dakota.....	1	40.00						
Delaware.....								
District of Columbia.....	29	217.75			3	.62		
Florida.....	4	131.00						
Georgia.....	1	5.00						
Idaho.....								
Illinois.....	82	1,200.55			22	311.03		
Indiana.....	7	70.35			4	20.65		
Iowa.....	6	67.50			1	1.50		
Kansas.....	4	0.00						
Kentucky.....	2	17.00						
Louisiana.....	57	480.75						
Maine.....	30	781.25			71	861.62	4	\$25.80
Maryland.....	14	137.50			1	9.74	2	16.50
Massachusetts.....	181	2,126.00			16	124.84	7	48.39
Michigan.....	43	818.40			6	10.29		
Minnesota.....	5	54.00			2	24.34		
Mississippi.....								
Missouri.....	35	381.10			11	290.16		
Montana.....								
Nebraska.....	15	408.75						
Nevada.....	1	4.00						
New Hampshire.....								
New Jersey.....	11	72.00			5	77.92		
New Mexico.....								
New York.....	432	5,313.00			129	1,744.37	120	3,123.22
North Carolina.....								
Ohio.....	41	436.36			20	237.43		
Oregon.....	7	64.50			1	48.70		
Pennsylvania.....	105	926.07			21	321.12	5	22.28
Rhode Island.....	3	15.85						
South Carolina.....					2	73.05		
Tennessee.....					1	7.30		
Texas.....	3	70.00			2	14.61		
Utah.....								
Vermont.....	5	32.25			1	1.33		
Virginia.....								
Washington.....	5	131.90						
West Virginia.....								
Wisconsin.....	9	159.30			4	74.99		
Wyoming.....	2	55.00						
Total.....	3,076	30,234.92	2	50.00	373	5,542.63	138	3,286.89

orders issued, &c.

Netherlands.		Norway.		TOTALS.			
No. of orders paid.	Amount of orders paid.	No. of orders paid.	Amount of orders paid.	Number of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
				202	\$4,406.05	3	\$7.53
				51	1,373.36	1	45.00
				404	11,929.91	2	7.00
1	\$21.00			9,528	222,780.38	100	1,416.86
2	9.70	4	\$110.94	1,398	33,475.18	40	859.58
3	31.00			4,769	64,442.67	65	563.42
1	4.75	1	1.70	1,576	48,698.16	21	227.93
7	246.29	13	352.95	166	3,877.51	8	131.82
		1	14.77	4,050	36,145.16	24	425.55
5	2.88	2	1.45	877	21,994.33	4	110.73
1	1.50			318	6,024.19	13	304.17
				116	4,901.63	9	351.53
21	319.81	38	706.65	20,376	874,742.98	213	2,641.49
				2,543	67,977.71	31	231.28
4	103.39			3,354	96,743.72	36	290.36
3	40.00	1	4.90	2,094	61,028.61	18	156.72
				979	22,204.25	15	262.32
1	3.25			2,312	41,205.86	10	222.50
				4,709	56,887.46	13	147.44
				2,132	41,490.25	25	200.94
4	109.21	2	3.09	19,558	291,768.50	264	3,207.72
31	783.84	12	488.69	9,792	189,693.17	145	2,136.38
2	35.84	13	398.21	5,254	150,099.73	51	620.42
				104	2,548.62	2	29.55
6	40.52	1	1.62	5,039	119,389.21	47	673.17
				385	14,436.50	8	203.73
3	71.62	2	19.92	2,891	75,419.78	20	213.44
				125	3,736.20	4	67.00
				570	8,870.39	10	142.95
12	250.01	1	5.36	5,578	110,744.73	111	1,487.99
				61	1,071.38	4	27.01
53	622.37	17	287.30	69,462	991,975.47	500	6,167.09
				181	2,489.97	5	43.98
7	236.15	3	107.24	9,087	175,397.73	130	1,580.31
				1,469	36,926.77	14	255.08
3	12.17	9	270.25	17,520	278,318.11	207	2,290.72
				1,291	21,569.07	37	391.53
				231	6,637.95	1	10.00
				410	8,157.61	7	55.26
5	150.12	2	100.00	2,584	69,632.29	41	542.05
1	28.00	1	37.54	299	7,305.14	10	44.98
				882	17,721.57	9	158.04
				672	14,605.64	10	167.79
				1,175	32,446.73	5	39.00
				172	4,806.21	2	3.50
9	262.07	4	114.59	5,962	167,910.41	80	1,162.65
				33	2,196.33	5	142.49
185	3,418.47	127	3,034.16	222,122	4,618,703.93	2,398	30,552.01

No. 13.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1887.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1886.....		\$1, 635, 745. 48
Amount received for domestic money-orders issued.....	\$117, 462, 660. 89	
Amount received for postal notes issued.....	11, 768, 824. 81	
Amount received for international money-orders issued.....	9, 035, 530. 31	
Total issued.....		138, 267, 016. 01
Amount received for fees on domestic money-orders issued.....	912, 876. 40	
Amount received for fees on postal notes issued....	189, 844. 56	
Amount received for fees on international money-orders issued.....	112, 093. 30	
Total fees.....		1, 214, 814. 26
Amount of deposits received from postmasters.....	98, 259, 379. 82	
Amount of drafts drawn on the postmaster at New York, N. Y.....	13, 843, 235. 01	
Amount transferred from postage fund.....	592, 796. 73	
Amount of gain.....	200. 52	
Amount of premium.....	999. 65	
Balance due postmasters.....	22, 550. 09	
		112, 719, 161. 82
Total receipts.....		253, 836, 737. 57

DISBURSEMENTS.

Amount of domestic money-orders paid.....	\$116, 406, 339. 38	
Amount of postal notes paid.....	11, 572, 081. 27	
Amount of international money-orders paid.....	4, 018, 703. 93	
Total paid.....		\$131, 997, 114. 58
Amount of domestic money-orders repaid.....	857, 697. 24	
Amount of postal notes repaid.....	154, 686. 24	
Amount of international money-orders repaid.....	30, 552. 01	
Total repaid.....		1, 042, 935. 53
Amount of drafts paid by the postmaster at New York, N. Y.....	14, 803, 340. 19	
Amount deposited at first-class offices.....	103, 477, 794. 03	
Amount transferred to postage fund.....	305, 994. 38	
Amount of loss.....	12, 177. 43	
Amount of expense.....	127, 135. 60	
Amount paid for commissions on money-orders.....	301, 644. 71	
Amount paid for commissions on postal notes.....	53, 701. 34	
Miscellaneous items.....	15, 091. 10	
Balance in the hands of postmasters June 30, 1887..	1, 699, 808. 68	
		120, 796, 687. 46
Total disbursements.....		253, 836, 737. 57

No. 14.—*Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1887.*

Amount transferred to money-order account.....	\$592, 796. 73	
Less balance due money-order account, June 30, 1886.....	17, 750. 58	
		\$575, 046. 15
Amount transferred from money-order account.....	305, 994. 38	
Balance due postage account.....	269, 051. 77	
		575, 046. 15

No. 15.—*Statement showing the money-order transactions with the United States assistant treasurer, New York, N. Y., during the fiscal year ended June 30, 1887.*

Balance in the hands of the assistant treasurer New York, N. Y., June 30, 1886.....	\$1,842,438.22	
Amount deposited with the assistant treasurer New York, N. Y.....	2,139,509.26	
		<u>\$3,981,947.48</u>
Amount of drafts paid by the assistant treasurer New York, N. Y.....	1,365,979.17	
Balance in the hands of the assistant treasurer New York, N. Y., June 30, 1887.....	2,615,968.31	
		<u>3,981,947.48</u>

No. 16.—*Statement showing the revenue which accrued on domestic money-order transactions during the fiscal year ended June 30, 1887.*

Amount received for fees on money-orders issued.....	\$912,876.40	
Amount of gain.....	200.52	
Amount of premium, etc.....	999.65	
		<u>\$914,076.57</u>
Amount allowed postmasters:		
For commissions on money-orders.....	297,627.51	
For incidental expenses.....	92,753.65	
For lost remittances and burglaries.....	10,507.69	
For bad debts.....	1,669.74	
		<u>402,458.59</u>
Net revenue.....		<u>511,617.98</u>

Statement showing the revenue which accrued on postal-note transactions during the fiscal year ended June 30, 1887.

Amount received for fees on postal notes issued.....	\$189,844.56	
Amount allowed postmasters:		
For commissions on postal notes.....	\$53,701.34	
For incidental expenses.....	29,169.38	
		<u>82,870.72</u>
Net revenue.....		<u>106,973.84</u>

INTERNATIONAL.

Statement showing the revenue which accrued on international money-order transactions during the fiscal year ended June 30, 1887.

CANADA.

Amount received for fees on orders issued.....	\$13,328.15	
Excess of commissions received.....	916.18	
		<u>\$14,244.33</u>
Amount allowed postmasters:		
For commissions.....	705.03	
For incidental expenses.....	464.06	
		<u>1,169.09</u>
Amount paid Canada:		
For incidental expenses.....		17.00
Net revenue.....		<u>13,058.24</u>

GREAT BRITAIN AND IRELAND.

Amount received for fees on orders issued.....	\$48,834.95	
Amount of gain on exchange.....	7,635.39	\$56,470.34
<hr/>		
Amount allowed postmasters :		
For commissions	1,887.83	
For incidental expenses.....	1,672.27	3,560.10
<hr/>		
Amount paid Great Britain :		
For excess of commissions*.....	37,054.25	
For incidental expenses.....	112.01	37,166.26
<hr/>		
Net revenue.....		15,743.98

GERMANY.

Amount received for fees on orders issued.....	30,962.75	
Amount of gain on exchange.....	15,204.58	46,167.33
<hr/>		
Amount allowed postmasters :		
For commissions	1,066.85	
For incidental expenses.....	1,962.66	3,029.51
<hr/>		
Amount paid Germany :		
For excess of commissions.....	7,263.86	
For incidental expenses.....	47.60	7,311.46
<hr/>		
Net revenue.....		35,826.36

SWITZERLAND.

Amount received for fees on orders issued.....	5,193.25	
Amount of gain on exchange.....	6,343.19	11,536.44
<hr/>		
Amount allowed postmasters :		
For commissions	145.60	
For incidental expenses.....	246.69	392.29
<hr/>		
Amount paid Switzerland :		
For excess of commissions.....		1,901.92
<hr/>		
Net revenue.....		9,242.23

ITALY.

Amount received for fees on orders issued.....	7,566.45	
Amount of gain on exchange.....	18,523.24	26,089.69
<hr/>		
Amount allowed postmasters :		
For commissions	129.22	
For incidental expenses.....	417.25	546.47
<hr/>		
Amount paid Italy :		
For excess of commissions.....		4,961.99
<hr/>		
Net revenue.....		20,581.23

FRANCE.

Amount received for fees on orders issued.....	2,388.45	
Amount of gain on exchange.....	3,059.40	5,447.85
<hr/>		
Amount allowed postmasters :		
For commissions	51.51	
For incidental expenses.....	129.39	180.90
<hr/>		
Amount paid France :		
For excess of commissions.....		835.37
<hr/>		
Net revenue.....		4,431.56

(*\$13,446.43 pertains to fiscal year ended June 30, 1885.)

JAMAICA.

Amount received for fees on orders issued.....	\$37.40	
Excess of commissions received.....	434.95	
		\$472.35
Amount allowed postmasters:		
For commissions.....	.96	
For incidental expenses.....	3.43	
		4.39
Net revenue.....		467.96

NEW ZEALAND.

Amount received for fees on orders issued.....	80.75	
Excess of commissions received.....	91.02	
		171.77
Amount allowed postmasters:		
For commissions.....	3.10	
For incidental expenses.....	7.57	
		10.67
Net revenue.....		161.10

NEW SOUTH WALES.

Amount received for fees on orders issued.....	71.00	
Excess of commissions received.....	150.31	
		221.31
Amount allowed postmasters:		
For commissions.....	2.82	
For incidental expenses.....	7.05	
		9.87
Net revenue.....		211.44

VICTORIA.

Amount received for fees on orders issued.....	75.40	
Excess of commissions received.....	79.88	
		155.28
Amount allowed postmasters:		
For commissions.....	2.18	
For incidental expenses.....	7.18	
		9.36
Net revenue.....		145.92

BELGIUM.

Amount received for fees on orders issued.....	374.50	
Amount of gain on exchange.....	57.10	
Excess of commissions received.....	9.15	
		440.75
Amount allowed postmasters:		
For commissions.....	15.86	
For incidental expenses.....	10.50	
		26.36
Net revenue.....		414.39

PORTUGAL.

Amount received for fees on orders issued.....	101.25	
Excess of commissions received.....	27.44	
		128.69
Amount allowed postmasters:		
For commissions.....	2.56	
For incidental expenses.....	9.95	
		12.51
Net revenue.....		116.18

SWEDEN.

Amount of fees received on orders issued.....	\$2,545. 15	
Loss.....	402. 76	
		<u>\$2,947. 91</u>
Amount allowed postmasters:		
For commissions.....	87. 59	
For incidental expenses.....	93. 04	
		<u>180. 63</u>
Amount paid Sweden:		
For loss on exchange.....	1,596. 56	
For excess of commissions.....	1,170. 72	
		<u>2,767. 28</u>
		<u>2,947. 91</u>

TASMANIA.

Amount received for fees on orders issued.....	1. 80	
Excess of commissions received.....	8. 56	
		<u>10. 36</u>
Amount allowed postmasters:		
For commissions.....	. 19	
For incidental expenses.....	4. 85	
		<u>5. 04</u>
Net revenue.....		<u>5. 32</u>

WINDWARD ISLANDS.

Amount received for fees on orders issued.....	26. 70	
Excess of commissions received.....	348. 52	
		<u>375. 22</u>
Amount allowed postmasters:		
For commissions.....	. 49	
For incidental expenses.....	14. 86	
		<u>15. 35</u>
Net revenue.....		<u>359. 87</u>

JAPAN.

Amount received for fees on orders issued.....	72. 65	
Excess of commissions received.....	54. 12	
		<u>126. 77</u>
Amount allowed postmasters:		
For commissions.....	. 94	
For incidental expenses.....	4. 14	
		<u>5. 08</u>
Net revenue.....		<u>121. 69</u>

CAPE COLONY.

Amount received for fees on orders issued.....	11. 80	
Excess of commissions received.....	17. 87	
		<u>29. 67</u>
Amount allowed postmasters:		
For commissions.....	. 41	
For incidental expenses.....	4. 80	
		<u>5. 21</u>
Net revenue.....		<u>24. 46</u>

HAWAIIAN KINGDOM.

Amount received for fees on orders issued.....	38. 90	
Excess of commissions received.....	289. 50	
		<u>328. 40</u>
Amount allowed postmasters:		
For commissions.....	4. 34	
For incidental expenses.....	12. 75	
		<u>17. 09</u>
Net revenue.....		<u>311. 31</u>

QUEENSLAND.

Amount received for fees on orders issued.....	\$7. 60	
Excess of commissions received	30. 07	
		\$37. 67
Amount allowed postmasters:		
For commissions.....	. 65	
For incidental expenses.....	3. 89	
		4. 54
Net revenue		33. 13

LEEWARD ISLANDS.

Amount received for fees on orders issued.....	13. 90	
Excess of commissions received	17. 37	
		31. 27
Amount allowed postmasters:		
For commissions .....		. 07
Net revenue		31. 20

NORWAY.

Amount received for fees on orders issued.....	299. 10	
Loss.....	115. 96	
		415. 06
Amount allowed postmasters:		
For commissions	7. 43	
For incidental expenses.....	49. 87	
		57. 30
Amount paid Norway:		
For loss on exchange.....	241. 97	
For excess of commissions.....	115. 79	
		357. 76
		415. 06

NETHERLANDS.

Amount received for fees on orders issued.....	61. 40	
Excess of commissions	1. 30	
Loss.....	25. 24	
		87. 94
Amount allowed postmasters:		
For commissions	1. 57	
For incidental expenses	86. 37	
		87. 94

No. 17.—Recapitulation of net revenue.

Revenue on domestic money-order transactions		\$511, 617. 98
Revenue on postal-note transactions.....		106, 973. 84
Revenue on transactions with—		
Canada.....	\$13, 058. 24	
Great Britain and Ireland.....	15, 743. 98	
Germany	35, 826. 36	
Switzerland	9, 242. 23	
Italy	20, 581. 23	
France	4, 431. 58	
Jamaica	467. 96	
New Zealand.....	161. 10	
New South Wales.....	211. 44	
Victoria	145. 92	

Revenue on transactions with—			
Belgium.....		\$414.39	
Portugal.....		116.18	
Tasmania.....		5.32	
Windward Islands.....		359.87	
Japan.....		121.69	
Cape Colony.....		24.46	
Hawaiian Kingdom.....		311.31	
Queensland.....		33.13	
Leeward Islands.....		31.20	
			101,287.59
Less loss on transactions with—			
Sweden.....	\$402.76		
Norway.....	115.96		
Netherlands.....	25.24		
			543.96
			\$100,743.63
Total revenue.....			719,335.45

No. 18.—Statement of assets and liabilities June 30, 1887.

ASSETS.

Balance in the hands of the United States assistant treasurer at New York, N. Y., June 30, 1887.....	\$2,615,968.31
Balance in the hands of postmasters June 30, 1887.....	1,699,808.68
	4,315,776.99

LIABILITIES.

Amount due postage account.....	269,051.77
Revenue on money-order and postal-note account.....	719,335.45
Unpaid domestic money-orders, postal notes, and international money-orders, and balances of unadjusted international accounts.....	3,327,389.77
	4,315,776.99

No. 19.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1887.

Nationalities.	Number.	Value.	Increase.		Decrease.	
			Number.	Value.	Number.	Value.
<i>International lists of orders of United States issue received, examined, registered, and checked.</i>						
Canada.....	312	\$1,117,748.08		\$240,427.75		
Great Britain and Ireland.....	194	3,817,125.07		1,020,836.86		
Germany.....	190	2,433,567.25		247,660.80	8	
Switzerland.....	180	440,194.97		132,560.13	6	
Italy.....	179	703,040.35		124,109.13	7	
France.....	152	190,887.40		33,383.92		
Jamaica.....	60	3,019.33	3	206.10		
New Zealand.....	29	9,337.10		1,189.59	3	
New South Wales.....	31	8,472.35	1	2,446.25		
Victoria.....	31	8,805.06		2,270.84	3	
Belgium.....	160	31,898.45	28	5,948.57		
Portugal.....	179	11,718.90	34	3,662.65		
Sweden.....	181	216,991.01		104,177.61	10	
Tasmania.....	26	79.28			4	\$221.79
Windward Islands.....	47	2,494.41	7	530.98		

No. 19.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1887—Continued.

Nationalities	Number.	Value.	Increase.		Decrease.	
			Number.	Value.	Number.	Value.
<i>International lists of orders of United States issue received, examined, registered, and checked—Continued.</i>						
Cape Colony	64	\$1,011.71	3	\$514.20		
Hawaii	58	3,976.52	6	883.54		
Queensland	26	1,152.17	6	541.73		
Japan	31	6,385.11	16	4,035.02		
Leeward Islands	38	1,038.87	25	852.86		
Norway	44	27,202.63	44	27,202.63		
Netherlands	44	4,598.69	44	4,598.69		
	2116					
<i>International lists of orders of foreign issue received examined, registered, and checked.</i>						
Canada	356	1,281,822.40		14,715.34	60	
Great Britain and Ireland	329	669,753.71				\$11,111.47
Germany	139	1,466,618.95		21,510.29	20	
Switzerland	243	185,569.87	22	11,076.69		
Italy	105	39,442.99	1	3,187.96		
France	12	77,241.71				3,545.85
Jamaica	49	61,012.36	2	10,531.30		
New Zealand	27	25,152.75			20	825.62
New South Wales	28	28,509.08			6	2,378.55
Victoria	29	21,564.57	1	2,613.39		
Belgium	139	33,345.29			18	302.67
Portugal	81	13,069.59			6	9,958.29
Sweden	366	46,540.36		4,848.76	5	
Tasmania	16	2,625.31		293.21	11	
Windward Islands	74	48,963.48	2	23,152.75		
Cape Colony	50	3,196.39			3	874.00
Hawaii	118	36,465.49	15			3,853.73
Queensland	37	6,396.06	2			1,677.82
Japan	40	13,002.62	12	7,465.55		
Leeward Islands	35	3,380.88	29	2,835.14		
Norway	80	4,044.44	89	4,044.44		
Netherlands	52	4,856.76	52	4,856.76		
	2414					
<i>International accounts received, examined, registered, and adjusted.</i>						
Canada	4	2,422,587.37		337,604.93		
Great Britain and Ireland	12	4,537,245.57		854,905.34		
Germany	4	3,942,849.45		287,738.76		
Switzerland	4	632,603.69		147,239.86		
Italy	4	750,406.37		130,908.47		
France	4	273,200.43		33,122.21		
Jamaica	4	64,631.32		10,690.11		
New Zealand	4	35,132.80				5,333.69
New South Wales	4	37,593.49		93.27		
Victoria	4	36,642.77		4,717.15		
Belgium	4	66,327.58		6,222.31		
Portugal	4	39,070.23				5,137.61
Sweden	4	265,794.87		110,131.09		
Tasmania	*2	1,844.08			2	1,391.45
Windward Islands	4	51,931.01		23,936.33		
Cape Colony	4	4,296.26		1,363.35		
Hawaii	4	40,994.09				2,941.95
Queensland	4	7,682.80				1,223.17
Japan	4	29,144.05		11,549.59		
Leeward Islands	†3	3,892.58	1	3,098.63		
Norway	1	31,403.30	1	31,403.30		
Netherlands	1	9,592.71	1	9,592.71		
	87					

* Two quarterly accounts not received.

† One quarterly account not received.

No. 20.—Statement showing the weight of letters, newspapers, etc., sent from the United States to European countries during the fiscal year ending June 30, 1887.

Steamship lines.	England.		Austria.		Belgium.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd.....	34,383,470	158,914,693	5,074,345	10,521,425	860,140	4,664,365
Hamburg-American Packet Com- pany.....	1,924,525	10,165,820	620,665	1,330,230	43,635	227,230
Cunard (New York).....	30,721,942	138,655,320	1,254,900	3,188,595	798,030	4,241,650
White Star.....	14,975,142	63,812,450	678,075	1,384,495	330,040	1,855,415
Anchor.....	4,411,753	18,073,894	7,555	10,525	63,015	357,825
Inman.....	1,321,385	5,363,835	77,045	192,315	28,940	112,455
Liverpool and Great Western Steam- ship Company.....	13,324,189	61,190,127	1,097,125	2,321,950	349,075	2,188,185
General Transatlantic.....	314,732	1,491,394	34,015	74,255	8,256	33,789
Thingvalla.....	.....	.....	.....	.....	.....	.....
Cunard (Boston).....	548,080	2,997,005	.....	.....	138,295	908,510
National.....	1,310,121	5,296,112	4,355	5,550	24,780	155,789
Canadian.....	120,697	527,137	.....	.....	.....	.....
American.....	30,449	328,507	.....	.....	.....	.....
Red Star.....	.....	.....	.....	.....	12,033	1,170
Netherland Steam Navigation Com- pany.....	.....	.....	.....	.....	.....	.....
Total.....	103,386,435	466,825,303	8,843,080	19,099,540	2,659,233	14,696,055
Compared with last fiscal year:	.....	.....	.....	.....	.....	.....
Increase.....	10,225,778	19,638,037	1,528,065	1,291,133	529,538	2,466,403
Decrease.....	.....	.....	.....	.....	.....	.....

Steamship lines.	Denmark.		France.		Germany.	
	Letters.	Papers.	Letters.	Papers.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd.....	1,918,565	2,934,671	4,721,256	23,744,449	28,906,447	104,212,688
Hamburg-American Packet Com- pany.....	264,550	519,889	663,215	3,603,446	3,551,293	16,543,672
Cunard (New York).....	516,655	1,965,179	1,132,272	3,224,198	8,652,763	31,654,516
White Star.....	285,169	501,655	1,132,149	5,387,133	4,352,843	15,678,969
Anchor.....	10,300	17,810	444,781	2,236,316	105,220	77,329
Inman.....	35,570	75,210	65,294	289,312	590,705	2,147,602
Liverpool and Great Western Steam- ship Company.....	478,100	1,207,360	1,578,371	9,221,235	5,873,816	21,796,928
General Transatlantic.....	11,890	25,455	5,495,021	23,597,858	201,738	687,768
Thingvalla.....	.....	.....	.....	.....	.....	.....
Cunard (Boston).....	.....	.....	43,665	357,115	.....	.....
National.....	4,315	17,715	150,147	773,724	33,500	17,725
Canadian.....	.....	.....	.....	.....	.....	.....
American.....	.....	.....	.....	.....	.....	.....
Red Star.....	.....	.....	.....	.....	.....	.....
Netherland Steam Navigation Com- pany.....	.....	.....	.....	.....	.....	.....
Total.....	3,525,005	7,364,950	15,426,171	72,213,786	52,268,235	193,316,816
Compared with last fiscal year:	.....	.....	.....	.....	.....	.....
Increase.....	275,684	.....	2,187,740	8,476,954	440,958	7,764,128
Decrease.....	.....	439,494	.....	.....	.....	.....

No. 20.—Weight of letters, newspapers, etc., sent from the United States, etc.—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>
North German Lloyd	3,862,170	15,308,290	1,029,290	3,475,800	3,825,290	7,880,855
Hamburg-American Packet Company ..	237,140	921,840	51,500	221,250	545,130	826,685
Cunard (New York)	1,826,760	9,549,285	822,080	3,207,690	1,083,090	2,587,005
White Star	1,072,080	4,849,190	364,665	1,176,755	570,610	917,935
Anchor	301,870	1,134,500	75,815	228,755	18,660	23,490
Inman	30,895	147,195	36,900	101,955	71,640	169,000
Liverpool and Great Western Steamship Company	1,221,440	4,159,880	209,195	1,144,890	947,610	2,191,790
General Transatlantic	1,204,110	6,331,245	9,600	27,180	26,125	107,195
Thingvalla					4,735	27,745
Cunard (Boston)						
National	103,180	412,980	24,720	121,105	7,700	19,820
Canadian						
American						
Red Star						
Netherlands Steam Navigation Company ..			3,370	62,180		
Total	9,860,545	42,814,405	2,717,025	9,767,510	7,106,590	14,750,620
Compared with last fiscal year:						
Increase	1,921,367	7,972,996	332,010	927,780	835,186	1,892,285
Decrease						

Steamship lines.	Portugal.		Russia.		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>
North German Lloyd	321,365	765,120	2,589,505	3,321,260	696,650	4,224,465
Hamburg-American Packet Company ..	17,395	42,325	161,185	170,760	57,485	256,930
Cunard (New York)	150,620	445,815	1,569,235	2,757,095	413,370	2,505,790
White Star	87,555	226,290	866,630	1,133,575	222,775	1,271,650
Anchor	33,120	36,920	184,320	211,095	60,215	353,105
Inman						
Liverpool and Great Western Steamship Company	3,080	8,650	51,970	111,585	9,220	44,545
General Transatlantic	116,010	215,950	835,680	1,230,840	248,925	1,403,360
Thingvalla	81,369	301,350	31,035	95,370	230,475	1,580,360
Cunard (Boston)						
National	6,375	18,725	66,915	88,475	24,410	88,095
Canadian						
American						
Red Star						
Netherlands Steam Navigation Company ..						
Total	810,880	2,061,115	6,230,475	9,120,645	1,969,525	11,728,300
Compared with last fiscal year:						
Increase			1,719,085	992,030	230,085	1,192,681
Decrease	1,200	310				

No. 20.—*Weight of letters, newspapers, etc., sent from the United States, etc.*—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>
North German Lloyd.....	7,032,910	18,553,098	1,710,000	7,113,800	211,655	2,232,225
Hamburg-American Packet Company.....	1,068,975	2,968,930	92,660	527,740	12,100	130,645
Cunard (New York).....	1,848,715	6,227,880	1,020,800	4,695,810	139,900	1,684,025
White Star.....	1,122,995	3,543,675	513,910	2,431,040	68,055	897,615
Anchor.....	31,065	346,790	130,485	534,805	14,320	164,530
Inman.....	124,445	374,130	18,520	75,195	4,725	49,955
Liverpool and Great Western Steamship Company.....	1,628,870	5,151,710	516,455	2,394,890	64,825	618,970
General Transatlantic.....	43,760	169,025	611,430	2,870,000	2,305	24,445
Thingvalla.....						
Cunard (Boston).....						
National.....	15,100	47,610	43,040	201,190	5,010	56,070
Canadian.....						
American.....						
Red Star.....						
Netherland Steam Navigation Company.....						
Total.....	12,916,835	37,382,854	4,657,900	20,844,620	522,795	5,871,480
Compared with last fiscal year:						
Increase.....	1,802,030		241,924	509,585	31,985	161,325
Decrease.....		711,826				

RECAPITULATION BY STEAMSHIP LINES.

Steamship lines.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd of Bremen.....	97,143,658	368,967,444
Hamburg-American Packet Company.....	9,311,363	38,763,573
Cunard, limited (New York).....	51,885,032	215,689,439
White Star.....	26,581,584	105,176,791
Anchor.....	5,898,294	23,807,399
Inman.....	2,470,424	9,239,320
Liverpool and Great Western Steamship Company.....	28,574,030	116,397,065
Company General Transatlantic.....	8,305,746	37,216,770
Thingvalla.....	4,735	27,745
Cunard, limited (Boston).....	730,010	4,262,630
National.....	1,823,668	7,320,678
Canadian.....	120,697	527,137
American.....	30,449	328,507
Red Star.....	12,033	1,170
Netherland Steam Navigation Company.....	3,370	62,180
Total.....	232,604,729	927,787,865

RECAPITULATION BY FOREIGN COUNTRIES.

Countries.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>
England.....	163,265,435	466,825,263
Austria.....	8,843,080	19,029,340
Belgium.....	2,659,233	14,696,055
Denmark.....	3,525,005	7,304,956
France.....	15,426,171	72,213,786
Germany.....	52,268,295	193,516,816
Italy.....	9,860,545	42,814,405
Netherlands.....	2,717,025	9,767,540
Norway.....	7,100,590	14,759,030
Portugal.....	810,889	2,001,145
Russia.....	6,230,475	9,130,645
Spain.....	1,969,525	11,728,300
Sweden.....	12,916,835	37,382,854
Switzerland.....	4,657,900	20,844,620
Turkey.....	522,795	5,871,480
Total.....	232,604,729	927,787,865
Increase compared with last fiscal year.....	22,300,229	52,183,711

No. 21.—*Weight of letters, newspapers, etc., sent by sea from the United States to countries and colonies other than European of the Universal Postal Union during the fiscal year ending June 30, 1887.*

Countries and colonies.	Letters.	Papers.
	<i>Grams.</i>	<i>Grams.</i>
Cuba	3, 116, 051	28, 407, 083
Australasia, etc. (non-union)	2, 702, 307	69, 377, 702
British Columbia	1, 302, 974	5, 623, 250
Hawaiian Islands	1, 774, 733	19, 992, 093
Japan	2, 051, 263	21, 196, 191
Windward Islands	1, 171, 653	10, 992, 379
United States of Colombia	1, 463, 989	16, 652, 817
Brazil	1, 076, 329	13, 535, 985
Hong-Kong	1, 267, 452	4, 630, 585
Bermuda	747, 215	6, 873, 450
Jamaica	565, 295	5, 861, 565
Argentine Republic	469, 470	9, 597, 935
Chili	491, 951	12, 913, 814
Guatemala	550, 393	6, 474, 798
Mexico	540, 410	4, 716, 331
Peru	483, 683	9, 638, 099
Haiti	847, 365	3, 647, 845
Bahamas	268, 023	2, 696, 398
Republic of Honduras	285, 168	3, 374, 071
Newfoundland	27, 380	215, 960
United States consul at Shanghai	554, 428	6, 286, 783
British Honduras	199, 806	1, 359, 298
Nova Scotia	434, 573	.....
Venezuela	655, 855	8, 808, 260
St. Thomas and Porto Rico (via Cuba)	159, 029	2, 596, 327
San Domingo	163, 900	2, 380, 295
Nicaragua	244, 097	3, 290, 100
Costa Rica	295, 196	3, 528, 618
Salvador	209, 596	2, 930, 809
Porto Rico (direct)	128, 980	615, 830
Ecuador	254, 862	3, 273, 855
Uruguay	137, 015	3, 696, 960
Caracaa	256, 105	1, 157, 080
Tahiti	78, 132	1, 373, 108
St. Pierre and Miquelon	1, 770	10, 470
Java	7, 168	92, 120
Manilla	59, 728	480, 004
Turk's Island	40, 330	272, 030
Siam	6, 703	137, 219
Singapore	12, 034	99, 252
From United States consul Shanghai	534, 885	453, 896
New Caledonia	5, 896	105, 318
Bolivia	18, 885	857, 555
Cochin China	4, 863	44, 722
Hong-Kong postal agency, Shanghai	1, 348	1, 151, 806
Marquesas	4, 045	91, 700
Paraguay	3, 465	99, 040
Martinique and Guadeloupe	580	7, 020
Total	25, 031, 938	301, 028, 814
Increase compared with last fiscal year	1, 463, 868	75, 991, 538

No. 22.—Statement showing the weight of foreign closed mails retransported by sea, and the amounts accruing to steamship companies for their carriage, during the fiscal year ending June 30, 1887.

Steamship lines.	Letters.	Papers.	Amount.
	<i>Grams.</i>	<i>Grams.</i>	<i>Dollars.</i>
North German Lloyd.....	8,646,678	25,848,089	10,838.39
Hamburg-American Packet Company.....	226,509	587,792	275.30
Cunard (limited).....	3,640,967	9,589,203	4,438.89
White Star.....	2,297,335	7,105,211	3,815.73
Liverpool and Great Western Steamship Company.....	2,685,362	7,525,534	3,318.59
Iman.....	225,885	604,945	276.36
Anchor.....	1,060,576	2,865,498	1,302.87
National.....	294,107	901,681	370.83
Plant Investment Company.....	38,191	1,063,665	133.72
Atlas.....	8,444	166,303	18.31
Quebec.....	14,062	147,798	27.83
New York and Cuba.....	151,103	2,430,129	380.32
Williams and Rankine.....	20,272	188,050	37.71
United States and Brazil Mail.....	3,751	37,515	7.24
Blanche Henderson.....	11,555	50,833	16.06
Dominican.....	3,536	102,678	13.32
Clyde.....	2,502	148,411	16.74
Haitian Republic.....	6,405	106,815	16.49
Lorenzo D. Baker.....	537	10,903	1.57
Pacific Mail.....	815	120,825	12.45
New York and Jamaica.....	17,515	23,642	19.19
Red "D".....	29,120	267,125	53.88
Alert.....	5,252	54,883	10.36
Lizzie Henderson.....	398	4,317	.80
Atlantic and West India.....	925	4,466	1.32
City of Monticello.....	254	4,730	.79
Totals.....	10,301,896	59,881,051	24,404.88

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